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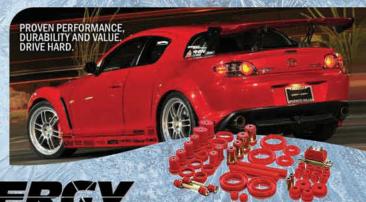
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The DM-6 Multi Gauge Display Module is an OLED automotive gauge designed to display the measured values from your PLX Sensor Modules. Measuring only 0.7" (18 mm) thin, it can be mounted virtually anywhere. The DM-6 Multi Gauge is designed to fit into most aftermarket 52 mm cups, and can be mounted for seamless integration into your vehicle. Utilizing new touch screen sense technology, buttons are a thing of the past. Navigate your gauge and menus with ease by touching the bezel of the gauge. An ideal accessory for your PLX Sensor Modules.

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PLX DM-100 WITH SM-AFR module - £255.50



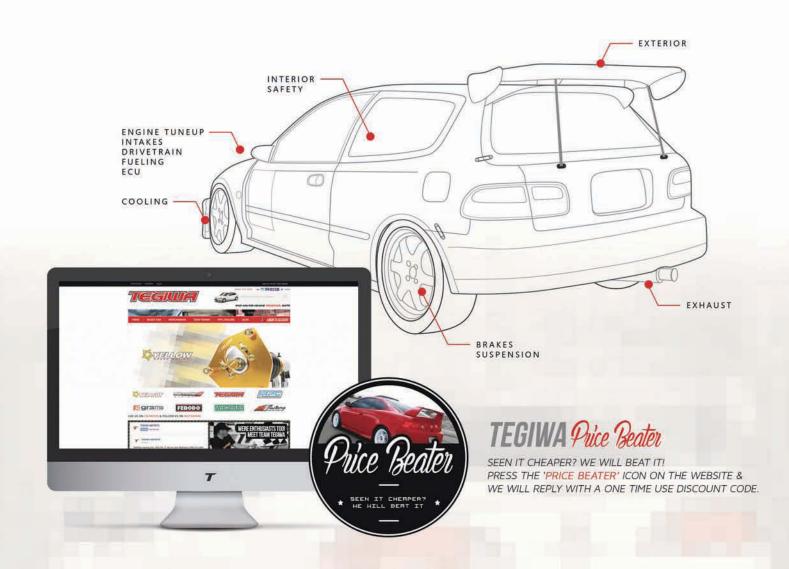




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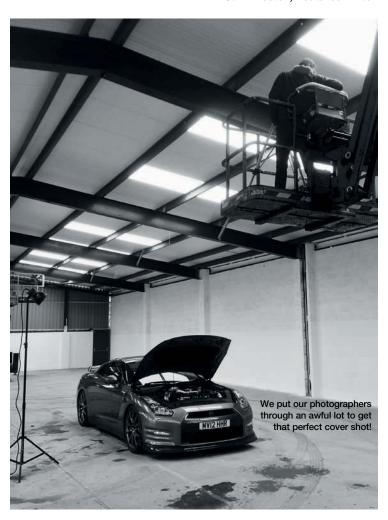
rapping up the final issue of 2014 also signifies the end of my fifth month here at Banzai towers. Not that I can quite believe it's only been five months with the amount of incredible automotive action that's been crammed into this short space of time! I've been lucky enough to catch a big chunk of the UK's shows, meets, launches and motorsport events this year, putting faces to the names of some of the key figures that have helped to keep the Japanese car scene so fresh and enjoyable in recent times.

Editor Andy is currently off at the glamorous SEMA show in sunny Vegas, mingling with the stars and getting some killer content for us to feature in upcoming issues of the mag. As we go to print, pictures are already flooding in from the show, depicting some of the most incredible cars on the planet. Cars like Cosworth's crazy GT86 showing off the company's new supercharger package (see p9) and BC Racing's wildly modified Honda NSX. Which got me thinking... Is the UK falling behind the States with the quality of its car builds? For the expert opinion on this exact question, head over to p26 where you can hear our inside man Adam '6TWO1' Ivell's verdict in his brand-new column.

Anyway, onto the main talking point - SevernValley Motorsport's ferocious 'Qashqai-R' on the cover of this issue. I was lucky enough to spend some time up at SVM's headquarters with this beast recently, where a quick snoop around was enough to confirm just what an impressive feat of engineering it really is. Nothing can prepare you for how quickly this supposed family shopping car propels itself up the strip at Santa Pod - it seems to defy the laws of physics! We managed to obtain a detailed insight into the entire build for the feature in this issue and it's quite a read.

Which just leaves me room to wish you all a great Christmas and happy New Year. Check out some of the gift ideas we've thrown together in the News section on p9 if you need some inspiration. I'll take one of the fantastic Circuit Hero skateboard decks if you haven't bought my present yet. Enjoy the issue!

Sam Preston, Features Writer







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#### **036 SEROTONIN BOOST**

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Drift Matsuri, one of the most exciting exports from Japan in recent years, returned to Anglesey in October for a solid weekend of day and night drifting action, with no pressure and maximum fun!





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#### **COSWORTH SUPERCHARGER PACKAGE FOR TOYOBARU BREAKS COVER**

You may remember our road test of Cosworth's naturally aspirated Stage One power package for the GT86/BRZ back in the August issue of Banzai. Well, the guys at the tuning house have been busy since, with the highly anticipated supercharged Stage Two package being unveiled at the recent SEMA show in Las Vegas.

Along with the supercharger, the basic kit, dubbed 'Stage 2.0', comprises a custom

Cosworth intake manifold, Cosworth intercooler, along with all belts, hoses, pipework and calibration needed to increase the power of the FA20 engine by 60bhp over stock. The kit comes in at £3995.

Cosworth has also released an 'entry level' power package for the Toyobaru models. The £595 package promises a 15bhp power hike, with Ecutek calibration (with RaceROM features such as launch control and flat shift)

along with Cosworth high-flow air filter and low temperature thermostat. Ideal for those who don't fancy forking out for a full-on exhaust system or supercharger upgrade.

As the components of each power package are compatible with one another, the kits can be mixed and matched to suit your tuning tastes. We're excited to test a Stage Two car on the road, and also to see what will come next from Cosworth!





#### **DESKTOP DRIFTING**

It's a big problem for the majority of car enthusiasts - not being able to afford a Nissan GT-R. Thankfully, the guys at Auto Regalia have picked up on this issue by offering a scaled-down version of the super coupé, in the form of a wireless computer mouse! The officially licensed product is sure to make your desk infinitely cooler, with the three buttons plus function wheel sitting on the bonnet of the car. But the icing on the cake has to be the headlights, which light up when the mouse is turned on, securing this masterpiece the slot of 'coolest mouse in history'. Definitely a stocking filler for any Jap car fan.

PRICE: £37.99



CONTACT: www.autoregalia.co.uk

#### **SLURP IT UP**

The stock suction pipes for the R35 GT-R's two turbochargers are 45mm in diameter. Increasing the size of these units can result in massive power and turbo response gains on modified engines. Knight Racer has released a limited run of 60mm turbo suction pipes, as seen on all of SevernValley Motorsport's famous headline-power project cars. These polished aluminium products increase airflow by up to 25%, making them an essential addition to any R35. PRICE: £240

**CONTACT:** www.knightracer.com





#### **FLEX YOUR MX**

In a timely nod to the recent unveiling of the fourth generation Mazda MX-5, Powerflex has announced the release of a range of new performance mounts and bushes for the first and second generation of the popular roadster. With feedback and guidance from

UK tuning specialist, Minotaur Racing, the kit addresses several key areas which owners have seen issues with on the standard components. Including applications for the rear differential and front anti-roll bar, the items promise to increase strength and rigidity of the chassis while eliminating excess movement of components due to

wear. Clever stuff! **PRICE: POA** 

#### **WILL.I.AM A CAR DESIGNER**

Amidst the recent launch of the all-new Lexus NX mini-SUV, it's emerged that a bespoke version of the car has been designed by Black Eyed Peas frontman will.i.am.

Dubbed the NX F Sport, the car packs a raft of custom tech and a stylish design, with Lexus aiming to gain interest in younger potential buyers.

The concept was displayed at an exclusive event in Paris, with the car boasting features such as a wide-body kit, matt pearl white paintwork and a host of in-car entertainment upgrades.

It's not clear whether this striking model will become part of the NX range, but the car is available with more restrained trim options right now. CONTACT: www.lexus.co.uk



#### SHINY 2JZ GOODNESS

Florida-based Titan Motorsports has begun selling its high-performance race/fast road inlet manifold for the twinturbocharged Toyota 2JZ-GTE engine. Featuring a 102mm intake plenum, the highly buffed item is fully polished inside and out, increasing air flow whilst offering a bit of bling to your bay. It also fits straight on to the standard lump with no ECU modifications required. Titan reckons that this part alone will add around 20-30bhp to any 2JZ-GTE engine, with higher-power builds responding best. With such a power hike, this could be a bit of a bargain! PRICE: £851.04 (exchange)

CONTACT: www.titanmotorsports.com



## GT86s SPICE UP RALLY EXPERIENCE

You may be familiar with the RallyMaster rally experience days held at Brands Hatch and Oulton Park, offering regular drivers a day of booting a rally-prepped car around both on- and off-road tracks under professional guidance. Well, the experience just got a lot more exciting; with organiser MSV announcing that the current fleet of FWD cars are to be replaced by Toyota GT86s.

With an expert co-driver giving you tips on improving aspects of driving such as braking points, handbrake control and even drifting, followed by a white-knuckle passenger ride with a pro driver, participants can expect a seriously fun day of sideways action. What's more, you only need a standard driving licence to get involved, so what's stopping you?

Jonathan Palmer, chief executive of MSV, commented on the upgrade. "The rear-wheel drive Toyota GT86 was designed to give driving enthusiasts great balance and handling, making it perfect for an enjoyable introduction to rally driving."

PRICE: From £99

**CONTACT:** www.msvdrivinggifts.com





#### VIRTUAL CHAMPIONS

If a day of rallying in the great outdoors sounds like a little too much, fear not, as Lets Race has the perfect indoor solution, also making the ideal Christmas gift for any motoring fan.

The UK's only Formula One full-motion simulation centre has recently released exclusive gift vouchers to ensure that the ultimate day out is now more affordable than ever. Ideal for stag dos or Christmas parties, the ten simulators are fully linked to allow for some exciting racing to take place. Based near Gatwick Airport, the centre also doubles up as the official fan headquarters of the Marussia F1 team, promising lots to see and do both in and out of the simulators.

PRICE: From £5 per person CONTACT: www.letsrace.co.uk





#### THE PERFECT DECK-ORATION

US Honda parts giant JHP USA has teamed up with track specialist Circuit Hero to create what is possibly the coolest Christmas present available for Honda enthusiasts this year. Depicting Circuit Hero's legendary DC2 Integra demo car, these limited edition skateboard decks are more likely to see action on the walls of bedrooms as a decoration than at the skate park. And rightly so! The slick artwork by Judson Bryan shows off the company's track-tuned black DC2 in all its glory, resulting in a skateboard that's far too classy to skate with. Available with wall mountings.

PRICE: £31.19

**CONTACT:** www.jhpusa.com

#### GAUGING CREATIVITY

Digital dial specialist MoTeC has released its Display Creator software allowing users of its D- and C-Series gauges the chance to design the look of their gauges from scratch.

Using the hi-resolution LCD screens as a blank canvas, the software can be used to import pictures, icons and text to the dials, with the user able to set parameters in order to make fully custom gauges for their car.

Whether you use it to set a picture of your pet cat as the backdrop to your boost gauge, or perhaps for something more worthwhile like dropping the logo of a particular company on to the screen for a truly custom feel, the possibilities appear to be endless!

What's more, the software is completely free for owners of MoTeC products, so there's no excuse not to get a bit creative!

**PRICE: Free** 





#### **BEADING MARVELLOUS**

Detailing aficionados amongst you will know that the 'beading' effect of water seen on a car's surface after a good polish is the sign of a quality wax. UK-based ValetPRO has released a new top-quality carnauba wax which it claims offers the most durable and reflective finish out of any of its cleaning products. The aptly named Beading

Marvellous is softer than most waxes, making it a breeze to apply, and supplies up to six months of protection for your car's paintwork. Most importantly, it smells great too!

PRICE: £34.99

CONTACT: www.valetpro.co.uk



#### **Rota Zero Plus**

**SIZES:** 8x15" ET10

FINISH: Gloss black with candy red lip NOTES: Another new colourway for Rota's popular four-spoke rims

Price: PPOA

CONTACT: www.rotawheelsuk.com

#### **BBS SR**

**SIZES:** Various

FINISH: Himalaya grey with satin finish NOTES: Part of a new line of updated BBS wheels which have been doublecoated to provide ultimate protection over the winter months

PRICE: £POA

CONTACT: www.bbs.com

#### **Calibre Nevada**

SIZES: 9x18" and 8.5x20", various

PCDs and offsets

FINISH: Gunmetal grey with polished lip NOTES: All-new style aimed for 4x4/winter use, featuring toughened

heat-treated finish and more substantial tyre bead

PRICE: From £862 for four wheels and tyres

CONTACT: www.wheelwright.co.uk

#### 3SDM 0.08

**SIZES:** Various FINISH: Silver

NOTES: Highly anticipated new style from one of the UK's finest

wheel companies PRICE: £POA

CONTACT: www.3sdm.co.uk VIDE0: vimeo.com/107337668

#### **GET A** WHIF OF THIS

Titanium exhausts make a lot of sense. Compared to stainless steel items, they're usually lighter, stronger and much more resistant to corrosion.

It's no surprise then that the latest top-spec exhaust released for the GT86/BRZ from Garage Whifbitz's spin-off company TI Exhausts is made entirely from

this magical material. The cat-back system amazingly only weighs 7kg, offering not only more oomph but also shifting the all-important power-to-weight ratio slightly more towards the exciting end of the scale. With a 2.5" bore and twin 4.5" tips exiting from the standard locations on the car, it could be a fairly subtle but effective way of enhancing your Toyobaru.

PRICE: £1375.98

CONTACT: www.garagewhifbitz.co.uk





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you back to where it all began, allowing you just for a few seconds to relive those magic moments from the heyday of rallying. Pretty impressive for a car with a set of numberplates but how exactly did family man Matt end up with the keys to such a stunningly turned-out example of this legendary motor?

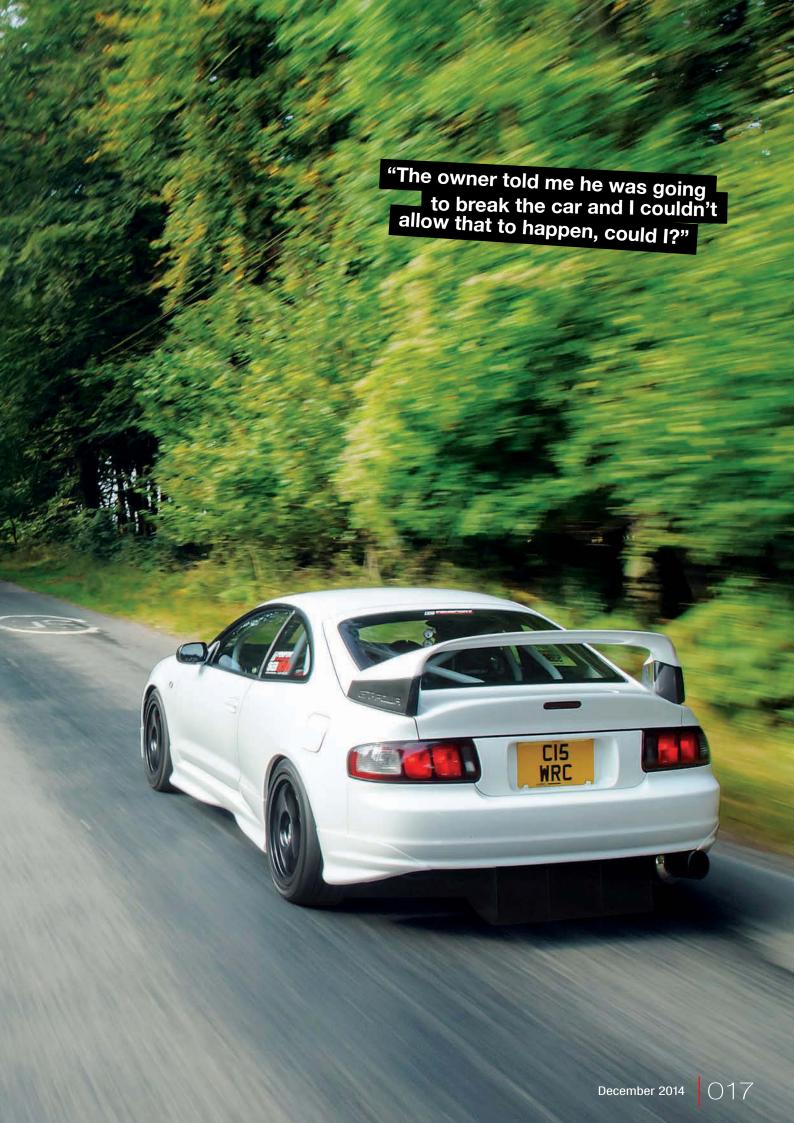
Growing up through the thick of the boy racer era, Matt started his car journey with a couple of souped-up Fords (one of which bagged him his first magazine feature) before swiftly moving on to some hot Japanese metal including, amongst many others, a rather crazy Celica GT-Four. After selling this and sampling some other exotica, he soon realised that he'd made a mistake. "I always go back to Celicas... cars like Evos are too computer-controlled for me. I just love the simple 50/50 power distribution and mechanical diff you get with the GT-Four," Matt explains, highlighting the rawness of the car.

But now with a house and a family of his own to look after, Matt's next Celica had to be slightly more mature than his previous wild incarnation. "This time I wanted a car that you could start up and go to the shops in without any hassle," Matt confesses. So after viewing this particular white example up in Newcastle, with its knocking engine and horrendous bodywork, he wasn't off to a good start. "It was a dog, there's no denying it," admits Matt, "but when I started walking away the owner told me he'd given up and was going to break the car and I couldn't allow that to happen, could I?" Matt's project had just become far more substantial than he'd anticipated, but at least he was starting from a relatively blank canvas.

Once the engine was removed and the car reduced to nothing more than a bare shell, Matt and his friends discovered this ST205 (the third and final incarnation of the GT-Four) was in fact a WRC-spec model - one of 2500 homologation specials which came with impressive extras such as water injection, an intercooler spray bar and even a disconnected anti-lag system from the factory. With faith restored and the project now seeming justifiable, Matt pushed things forward with some comprehensive prep work to the shell. First, a full roll-cage was welded inside, before the shell was fully seam sealed, with the underside receiving generous amounts of waxoiling and stone guarding treatment. It was then left to the trustworthy hands of friends Jamie and Joe for the prep and spray. "First they went around the shell with a black marker pen making a note of where the dings and dents were. The car looked like a Dalmatian by the end!" Matt laughs, explaining how the car was eventually sprayed in a crisp, modern Audi white shade once the imperfections were ironed out.

After several man hours of polishing by patient friend Nathan, Matt admits that with an immaculate white body now in his possession, he was still not quite sure which avenue to go down when it came to styling. While he decided, the engine work was entrusted to Toyota specialist Fensport for a complete overhaul. "With its legendary Celica projects, I knew I was in safe hands," Matt says, justifying his decision to go with the best after seeing the company's infamous ZZT Celica which ended up with over 800bhp and was well documented on the internet.

With large amounts of power anticipated, it was mutually agreed that no expense would be spared while speccing up the lump. Fensport's Adrian therefore wasted no time in entrusting the help of Leon at JPS Motorsports to complete a full bottom end rebuild, which consisted of a full X-ray of the lump followed by distressing treatment and a rebore once all the limitations





## "I just love the simple 50/50 power distribution and mechanical diff you get with the GT-Four" Matt decided to get cracking with the other

the moon with the results, telling us that he no longer has to drop cogs if a bit more speed is required thanks to the abundance of torque and virtually no lag now offered up by the GTX30-76 unit. What's more, when the engine is switched off after a hard drive, you can now hear the turbo continuing to whine for several seconds as it slowly stops spinning, illustrating just how efficient this modern unit really is.

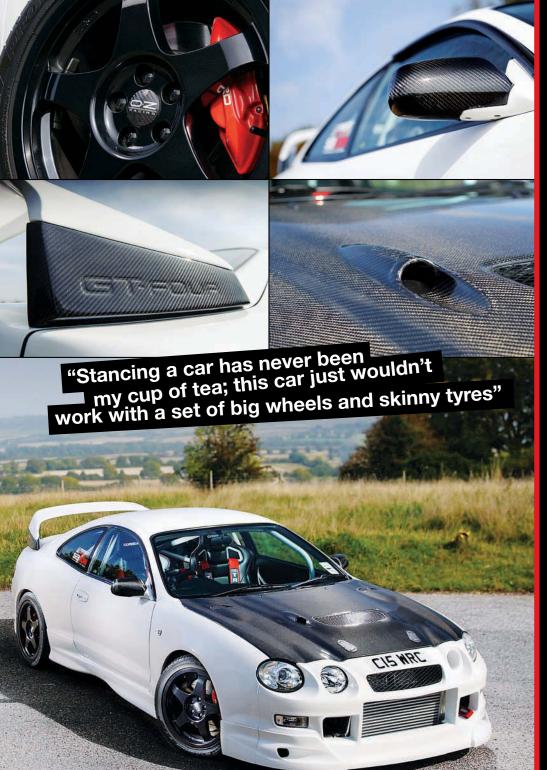
With almost every aspect of the engine now modernised and running comfortably on a fully setup stand-alone MoTeC ECU (setting up these systems is one of Adrian's specialities), the car was taken for some test runs on a sensible 1.2bar of boost, which a dyno test proved yielded over 420bhp at the four wheels. "It seemed to be able to take a

lot more than we anticipated, with Fensport suggesting it would be good for 2bar," Matt tells us. It was clearly more power than the rear differential had anticipated, too, as not long after the project was signed off, the standard rear diff decided to throw its innards over the road under the larger amount of power now running through it. A final trip to Adrian's garage not only resulted in a new, sturdy Cusco MZ LSD being added but also the boost being raised to 1.4bar and the launch control and anti-lag functions on the ECU activated for good measure. No power figures have been recorded since but Matt estimates the car is now good for well over 450whp, pretty impressive from a 2.0-litre engine!

While the engine was being transformed,

aspects of the car that required attention. He'd made his mind up that the styling theme would be a slight modernisation on the original rally flavour. This was initiated by Amber Performance replacing almost all of the black contrasting parts with tasty Seibon carbon fibre items, including the 'raiser blocks' on the rear spoiler which were painstakingly moulded from scratch (complete with 'GT-Four' logos indented into them - it's all about the small details after all!). Matt also designed and fabricated a custom rear diffuser which sweeps up far under the back of the car to not only offer genuine performance gains but also give the rear end that aggressive look the rest of the Celica carries off so well. The chunky five-





spoke 17" OZ Crono wheels are a must-have for any classic rally aficionado, and look perfect on a set of sensibly sized tyres. "Stancing a car has never been my cup of tea; this car just wouldn't work with a set of big wheels and skinny tyres," Matt reasons, explaining the functional stance which he's pulled of perfectly.

Strapping yourself into the reclining bucket seats, you soon realise that the inside of Matt's Celica is a surprisingly pleasant place to be. Although all hell may break loose on the outside when he floors it, the colossal amount of grunt powering all four wheels is transmitted remarkably comfortably from the two seats up front. Interior panels have been flocked, the stripped shell has been

recarpeted, and there's even a modern sound system for the longer drives. But the helmet nestled amongst the netting in the comprehensive pipework that used to be rear seats hints at Matt's intentions when he has a spare Sunday afternoon.

Although initially intended to be a fast road and occasional track toy, Matt has already been approached about entering his Celica into upcoming Time Attack events, something he's very interested in after realising the capabilities this monster now houses, and the beautifully efficient way it delivers and handles its new-found grunt. And with such a brilliant example of an iconic car in his possession, we're sure he'd have no trouble dicing with the best of them!

**Engine:** 2.0-litre 3S-GTE engine bored out by 0.5mm, Garrett GTX30-76 turbocharger, TRD engine mounts, polished and balanced Toyota crankshaft, Carrillo con rods, Carrillo pistons, ACL Race bearings, ARP rod/flywheel bolts throughout, ARP head stud kit, HKS head gasket, HKS vernier pulleys, HKS 272 camshafts, Fensport/JENS ported and polished head, HKS double valve springs, triangled valve seats, NGK iridium spark plugs, Toyota Caldina side-feed intake manifold, custom throttle body, 850cc SARD side-feed injectors, braided fuel lines, Bosch 044 in-tank fuel pump, Toyota WRC exhaust manifold, TiAL 44mm external wastegate, 3" custom-made stainless steel downpipe with wastegate venting back into exhaust system under car, 3" Blitz Spec R exhaust system and back box, relocated washer bottle and battery, SFS Performance silicon hoses, Mishimoto frontmount intercooler, stainless steel 3" custom pipework for intercooler, HKS blow-off valve, Mishimoto performance twin-fan alloy radiator, TRD low thermostat, HKS mushroom air filter, 4" custom cold air feed from headlight housing, Mocal twin oil cooler setup with braided lines, Mocal oil thermostat plate, custom alloy air boxing around intercooler and oil coolers for optimum airflow, Motec M4 ECU with 3bar map sensor, launch control, anti-lag and boost/temperature control

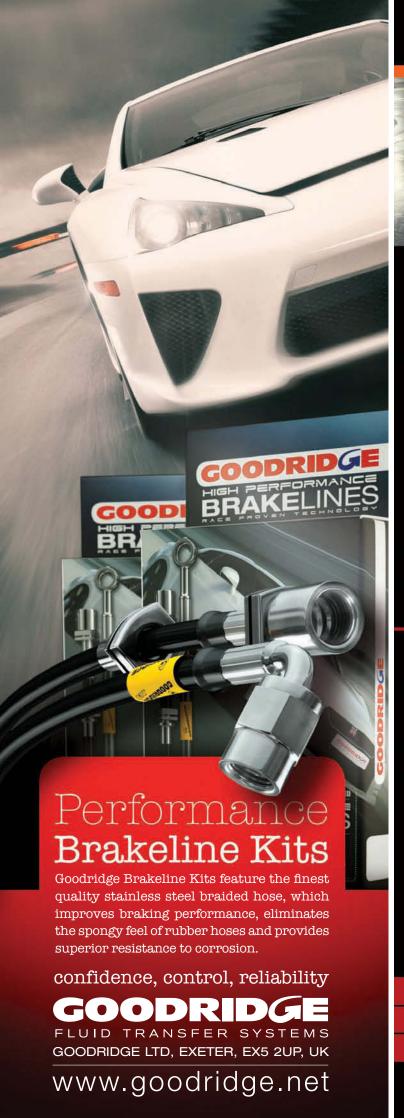
**Transmission:** Custom five-speed gearbox with modified bearings and synchromesh, Stage 5 competition race clutch, Fidanza lightweight flywheel, TRD short-shift kit, TRD gearbox mounts, Cusco rear 1.5-way platestyle MZ differential with LSD

Chassis: 8x17" powdercoated OZ Crono wheels with carbon fibre centre caps, 215/45/17 Toyo tyres, TRD big brake kit all-round with braided brake lines, BC Racing fully adjustable coilovers, Toyota WRC front and rear strut braces, fully rebuilt front and rear GT-Four suspension with new ball joints and performance polybushes throughout

Exterior: Audi Pearl white respray, fully seam sealed, wax oiled and under-sealed underneath, original front bumper modified with cut-out for intercooler, blended Erebuni #404 front splitter, TRD side skirts, TRD rear spats, custom-made rear air diffuser, Seibon carbon fibre mirrors, boot spoiler raiser blocks and bonnet, aero catches on bonnet, custom headlight air duct conversion, crystal projector HID headlights, clear indicators, late-type rear lenses, TRS front tow strap

Interior: FIA-approved weld-in roll-cage, full interior respray in Audi Pearl white, all interior panels flocked in black, fully recarpeted in black, front and rear speakers replaced with JBL units, JVC TV head unit, Corbeau reclining black leather seats with red stitching, 3" red TRS four-point harnesses, OMP racing steering wheel, GReddy white dials, Stack cagemounted boost/oil pressure/temperature gauges, MoTeC shift light, black leather gear gaiter with red stitching

Contacts/Thanks: Joe Lamagna for painting the car, Jamie 'Monkey' Monkaster for all the panel beating and bodywork, Richard Oakley for all his help throughout the project, Nathan Baker for polishing the car, Amber Performance (www.amber-performance.co.uk) for most of the parts, JEMS Race Engineering (www.jemsracing.co.uk), JPS Motorsports (www.jemsracing.co.uk), JPS Motorsports (www.jensport.co.uk) for mapping the car so well, Thomas & Vines Flocking (www.flocking.co.uk), GT4-Racing Performance Parts (www.gt4-racing.eu) for the front suspension rebuild, SFS Performance (www.sfsperformance.co.uk), Nik Mistry from Steven Eagell Toyota





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#### **ONE HAPPY CUSTOMER**

I've been buying Banzai for the last nine years or so and just thought I'd tip my hat to you, as over the last few years I've loved the evolution of the magazine!

I've recently had to part ways with my Mk1 MX-5 due to an increased work commute and I've tried other magazines that relate to my current work mule (French) and my weekend-only toy (Italian) but nothing comes close to the quality feel and well-written features with amazing photos to boot.

Please keep up the great work, your magazine is helping pass the long days while in hospital (see attached picture).

Christopher Turpin, via email

Thank you for your kind email, Christopher - the picture brought a smile to all our faces! Sorry to hear you've had to part ways with your beloved MX-5. We hope the replacement cars are supplying you with equally large amounts of fun. We wish you all the best for a speedy recovery, and do let us know if you decide to revert back to a Japanese car in the future!

#### HACHI-ROKU HELP

I'm a lover of the mag and was wondering if you'd be able to advise me on the best places to look for a Toyota Corolla AE86 as the basis for a new project?

Olly Ward, via Facebook

Sounds like you've got an exciting project on the horizon, Olly! We're not sure how much research you've done into this legendary little car but the first thing to decide is whether you want to go for the Trueno shape with its retro pop-up headlights, or the Levin version with more conventional but equally-as-cool lights.

Next, you'll soon realise that auction sites like eBay offer little in the way of AE86 goodness. It's worth looking but you'll probably want to go to a specialist Japanese importer for your best chances of getting a decent Corolla. Companies such as Newera Imports (www.neweraimports.com), JM-Imports (www.jmimports.co.uk) and Jap Performance Parts (www.japperformanceparts.co.uk) should be able to help you out. Unfortunately, these awesome cars do come at a premium nowadays due to their immense popularity but good luck and do let us know how you get on!



#### **SAMCOSPORT** COMPETITION WINNERS

Rewind back to our fabulous September issue and you may recall we ran an exciting competition for three lucky readers to win SamcoSport hose kits for their cars. Well, we're pleased to announce that the lucky three are Lee Thomas, Madelaine Tully and Johnathan Jones, who all knew that the British Drift Championship is the official drift series that SamcoSport sponsors. We hope your engine bays are given a new lease of life with your new kits, guys!







#### PETTIT PLANS

I'm really pleased that you're going to spice up the Pettit Racing RX-8! I remember seeing it at a few shows many years ago, and have always been a big fan! What exactly are you hoping to do to it?

> James Gilmour, via email

Good question, James! If you head over to page 102 you'll see that work has finally commenced on the rotary-powered monster. Next on the horizon is a dramatic overhaul to the way the RX-8 looks, so be sure to stay tuned to our social media sites where we'll be asking readers to send us their designs for a vinyl wrap very soon!

#### **CONTACT US**

Do you want to comment on what you like in Banzai? Have you got a suggestion that you think would make each issue even better? Do you need our help with technical queries or advice, or do you just want to share something cool with the community at large?

Then please feel free to contact us using one of the following methods:

E: banzai@unity-media.com W: www.banzaimagazine.com







#### Performance Car Show Ticket Competition

## WIN tickets to the









## Performance Car Show

Fancy attending the Performance Car Show and Autosport International? Here's your chance to win tickets...

ach January the Performance Car Show, in association with Autocar and PistonHeads.com, gives enthusiasts the opportunity to get up close to some of the latest performance models and supercars at Birmingham's NEC. And you could be there, as Banzai has five pairs of tickets to give away!

A whole host of exotic and high-performance cars will be on show at the event, which takes

place on 10-11 January 2015\*, with fantastic displays by *Autocar*, PistonHeads.com and *WhatCar*?, which will present its '*WhatCar*? Car of the Year Award' winners. The show sits alongside Europe's largest motorsport show, Autosport International, which last year was home to exclusive car launches such as JRM Group's new Subaru STI WRX Group N for international rallying, as well as the distinctive Honda Civic Tourer and Toyota Avensis that both competed in the 2014 Dunlop MSA

British Touring Car Championship (BTCC).

A 5000-seat Live Action Arena provides an adrenaline fix with packed shows of live racing, drifting and record-breaking stunts, while there's also a host of interactive experiences to enjoy.

Tickets are now on sale from £32 for adults and children from £21 (children under five years of age go free).

For more information and ticket sales visit: www.performancecarshow.com \*\*













## ENTER HERE

#### HOW TO ENTER

Banzai is offering readers the chance to win one of five pairs of tickets to the show on 10 January 2015\*. To be in with a chance of winning tickets to this adrenaline-filled event just answer the following simple question:

Q: When did Honda driver Andrew Jordan win the British Touring Car Championship?

(a) 1991 (b) 2008 (c) 2013

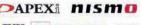
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## **INSIDE MAN**

In his new column, 6TWO1 front man Adam Ivell explains why he thinks the UK's Honda scene receives unfair criticism in comparison to our US counterparts...

elcome to my column! My name is Adam Ivell and I run a company called 6TWO1 that supplies parts for tuners. It's my aim to keep the quality up and the prices fair for everyone. Banzai magazine has been crazy enough to give me a platform to share with you my adventures at Honda events across the world, as well as my views and thoughts on what's currently going on in the Honda scene.

I started 6TWO1 as a blog. It evolved into a shop and now the blog gets tens of thousands of hits per week. However, my passion still lies with modifying Hondas themselves. I've now made it my goal to travel to the hottest events around the globe (self-funded) to see what's hot and what's not in the Honda game. I love meeting everyone who's involved in the global Honda scene and seeing what they're up to. You'd be shocked how similar some styles are all over the world, from LA to where I'm from, Colchester in Essex!

Being my first article, I wanted to really just give you a run-down of who I am and what I get up to as, hopefully, over the coming months I can really open up the Honda scene to you if you've never been a part of it before. Or, if you left it a while ago, maybe I can reel you back in!

But before we go jetting off around the globe together in these articles, I want to focus on the scene at home. In the UK our Honda scene gets a negative rep. I partly blame the internet for this. Online you get to see the amazing shows in America like Honda Day, the Eibach Honda meet, the Chronicles meets and, of course, all of the incredible cars that attend these bashes. A percentage of the cars that go

Honda Day 2014 was an F20C-swapped RWD converted EM1 with a carbon fibre engine bay. It blew me away completely! But don't be fooled, these shows have a huge array of not-so-show-worthy cars, like every event. But the internet does a fantastic job of brushing over those and only focusing on the nice cars, giving the illusion that only the finest Hondas attend...

Now, the argument I regularly see online is that the quality of shows in the UK just isn't up to scratch or that the cars over in the US are of a higher quality. However, let's not over in the US are of a higher quality. However, ters not forget America is about 50 times as big as our little island we call home. So over the whole of the US, yes, the quality may be higher but there are more people doing it - so the laws of numbers dictates this will be the case.

Back in the UK, if you go to the latest Mimms show (see p120), for instance, you will see some incredibly high quality cars but you have to know what you're looking for. I know of a few cars which would not just fit in out in the US but blow away some of the competition. Not all of the UK's biggest Honda builds are on the internet for everyone to see. A lot of people keep to themselves as they don't want everyone else's opinion online. It's the reason I put myself about, find these cars and meet the people. I feel very lucky to be part of the UK's Honda scene.

We have a very special scene here in the UK. Everyone knows everyone so we can all tell who's in it for the internet fame and who's in it for the love. But we are all one. It's our scene and it's ours to make of it what we can!

#### Contacts







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## LOOK WHO'S





BACK...



The WRX STI has returned and despite receiving mixed reviews from the motoring press, we love it and think it's packed full of potential...

Words: Andy Basoo Photos: Subaru

here's no two ways about it, throughout the mid-Nineties and Noughties, Subaru's Impreza WRX, particularly in STI format, was the stuff of legends. Despite being viewed as unsightly and obnoxious to most people outside the car community, the platform's supercar-rivalling real-world and on-track performance made the GC8 and GD8 Imprezas engineering marvels. Subaru's flagship car provided arquably the best band-for-buck available.

arguably the best bang-for-buck available. Times have changed though. By the late Noughties, turbochargers had been fitted to everything from hot hatches to family saloons, meaning Subaru's out-the-box figures didn't stand out as special. In fact, its big wing and rally stance was beginning to look a bit pointless to many.

Subaru listened to the masses and

Subaru listened to the masses and unveiled the more reserved and refined GRB hatch in 2007. Rebranded simply as the WRX STI, the hatch (and later saloon), offered similar blistering pace but this time in a smooth, tasteful package – one that could easily fly under the radar around town. But enthusiasts and press alike were quick to critise it for not being a 'real' Impreza. Sales proved modest at best and the model was dropped from the Subaru line-up back in 2012. It's fair to say that like many of you out there we were devastated. It felt like we'd lost a key component of our performance Jap car diet. So, we were obviously beside ourselves with joy when Subaru announced the launch of an all-new model, and as you can see, the engineers have returned to the winning

formula. This model is unashamedly WRX!

This article is more of an intro to the car rather than an in-depth review but we'll be bringing you the most comprehensive examination of the new STI yet to appear in the British media soon. So keep your eyes pealed for that. In the meantime, we were invited to spend a couple of hours with the car in the rural parts of Northamptonshire last month, so here are our initial impressions: we like it it's good. And here's why

like it, it's good. And here's why...

It looks and feels exactly like an iconic
Impreza! It's unashamedly out there with its
styling. There are no airs and graces with it.
As you'd expect there's a prominent bonnet
scoop and the big rear wing is back. There's
even an option to swap the standard 8.5x18"
alloys for iconic gold items from Team
Dynamics. In fact, the Subaru has grown in
stature, having real presence on the road and
unlike the outgoing model, this is a vehicle
you can't help but notice as it passes.

Under the bonnet there's a familiar friend in the form of a 2.5-litre boxer flat-four. A twinscroll turbo and large capacity top-mount intercooler help boost power to 300bhp with a perfectly matched 300lb ft of torque also or

#### **Road Test: Subaru WRX STI**

up in just 5.2 seconds, while "if in doubt" 159mph is attainable "flat-out". On face value, that's the kind of output and performance we've come to expect from an out-of-the-box WRX STI.

The perceived problem from many corners

message being fed down to their respective readers/viewers, is that 300bhp and a 5.2s sprint time no longer cuts it in a world full of 250-315bhp hot hatches. Not only that but a lack of premium feel and refinement means the STI is lagging behind the rest. We have to disagree. The STI is a very different concept to vehicles like the VW Golf R, BMW M135i or even the Mégane Renaultsport. It's not a pumped-up version of a mass-produced hatchback, it doesn't come with an all-singing, all-dancing, flappy paddle gearbox and in general doesn't conform to the

reserved European car mentality.

What you do get is a permanently AWD chassis, big Brembo four-pot and two-pot brakes on the front and rear respectively with 432mm discs all-round, a quick rack and new hydraulic steering system, super-sticky 245/40 Dunlop SP Sport Sport Maxx tyres and a body shell that is 140% stiffer than the outgoing model. All of that has enabled the new WRX STI to eclipse the previous version's

completing the 37.75-mile course in just 19 minutes 15.9 seconds. That's an average speed of 117.51mph! While none of us will ever likely be averaging those kind of speeds, it does prove just what this car capable of. The real world performance of the new WRX STI is mightily impressive. While the latest setup perhaps lacks a little feel, grip levels are at an all-time high.

Another aspect to consider is that most

WRX owners purchase their vehicles as base cars. Rarely does a high-performance Subaru stay standard for long and with so many fine stay standard for long and with so many line specialists up and down the country, unlocking a boxer engine's true potential has never been easier. If your priority is purchasing a raw driver's car that's also practical, the WRX STI is the one for you. The cabin may be larger and of higher quality than old models but the performance focus remains. If you're looking for a practical remains. If you're looking for a practical vehicle that you can also have a bit of fun in, then maybe you're more suited to a

European hatch.

With an on-the-road price of £28,995 the new Subaru is extremely well-priced. As we mentioned at the outset, we'll be bringing you a thorough examination of the WRX STI's credentials very soon, but for now, this is not a machine to write off... \*\*





#### | Road Test: Infiniti QX70S Premium |

s you're probably aware, here at *Banzai* we share an office with four other motoring publications, all of which specialise in German car manufacturers. In fact, whether it be VW, BMW or Porsche, our titles are widely respected as being the industry's authorities on those particular car stables. As you can imagine, that sometimes makes us feel a bit like the odd one out and forever fighting our corner against our European-minded counterparts.

Keeping such company though, does give us an excellent opportunity to check out the competition and generally be more subjective about our car reviews. We get to see and drive most German models that are thought of, in the UK at least, as the benchmark models in their segment. What we've noticed in recent years is an increase in the number of premium German 4x4s and crossovers residing in our car park and it got us wondering how one of our favourite Japanese premium crossovers, the Infiniti QX70. compares to the latest offerings from BMW and Porsche. As such we decided to get one in on test and then recruit the help of Performance BMW's and GT Porsche's magazine editors to give the Infiniti an honest and unbiased appraisal of where it currently stands in the market. Here's how we got on...

#### ANDY BASOO EDITOR OF *BANZAI*

For me the QX70's drivetrains are among its strongest assets and perhaps its biggest downfall. We're testing the QX70S Premium with a refined 5.0-litre V8 under the bonnet. While virtually all the competition now feature turbocharged smaller displacement arrangements, you can't beat the sound and feel of a V-formation engine and this one is

silky and gnarly. It produces 385bhp and 369lb ft of torque, with a seven-speed automatic transmission allowing you to blip through the gears via metal paddles if you so wish.

The V8 picks up sharply, so sharply in fact that it takes getting used to before you can pull away smoothly without thinking about it in normal urban conditions. But if you wanted a softer option, you would have gone for either the 3.7-litre V6 petrol (316bhp and 266lb ft of torque) or 3.0-litre V6 diesel (235bhp and 406lb ft of torque) in the first place. For pace and driving experience the 5.0-litre is the one to go for. Few crossovers allow you this kind of aggressive acceleration and well-judged purposeful soundtrack. As you reach the upper echelons of the rev range acceleration does level off a little, but pull on the right paddle and the process begins again. If money were no option this is a no-brainer, but with a similarly spec'd 3.0 diesel coming at over £5000 less (£48,920 instead £54,025), you're paying a premium for the juicy petrol. And juicy really is the word. It returns 21.6mpg on a combined cycle whereas you can eek 32.8mpg out of the diesel, meaning despite being 2.5s faster to 62mph (5.8s as opposed to 8.3s), if you've got your sensible hat on, the diesel is the one for you.

The ride is on the firm side, but I actually like that about the QX70S. Many 4x4 vehicles feel wafty and soft. You find yourself taking it easy in the bends. The Infiniti engages you though and feeling more of the road is no bad thing. There's a little movement during high-speed corning but on the whole it feels planted. In truth, there isn't too much difference in dampening when selecting the 'Sport' mode, and some would probably prefer a 'Soft' option instead, but the settings are fine by me. I like the Rear Active Steer (RAS) feature on the QX70S. The rear wheels

turn as you manoeuvre, giving very responsive turn-in. It's subtle but effective.

And then there's the styling. While certainly not to everyone's tastes, I love the looks of the QX70S Premium. Infiniti's non-conformist designers have produced an ultra-cool crossover in my book. It's a vehicle that makes me smile. I've always felt the Porsche Cayenne is seriously ugly, but always quite liked the BMW X6. Daring to be different can go either way and while sales figures might suggest otherwise, I think Infiniti got it right with this one. Bear in mind the QX70 (previously named the FX) is coming up to five years old now, but it still looks mighty fresh. The long bonnet and hunched beefy rear is a good look in my opinion. For me those limited sales are down to the brand's limited marketing across the product range here in the UK, and not the model's design.

Inside, the cabin feels lush in comparison to most Japanese vehicles. It feels premium in here. There's plenty of toys to play with as you'd expect, but it's a step up in terms of materials used from the Nissan models we're probably more familiar with. I already know what my German car colleagues are going to say though. It's too cluttered, too much going on and trim isn't up to scratch. It's true, BMWs and Porsches have a very different feel inside the cockpit. Everything feels heavier, giving a sense of high-quality and most models feature minimalistic layouts. Let's see what they say...

#### SEBASTIAN DE LATOUR EDITOR OF *PBMW*

Seb comes from a background of Mk4 Toyota Supras and Aristos, but has worked on BMW magazines his whole life. This makes him the perfect individual to give an objective appraisal of the Infiniti...

With the market awash with German premium crossovers, we ask the editors of Performance BMW and GT Porsche magazines for their views on Infiniti's QX70...

Words: Andy Basoo Photos: Steve Hall

OUI4 DYD

"Before I drove the latest QX70, I had thought of Infiniti as a contender, subtly undermining the big three German movers and shakers in the SUV/SAV market, offering an alternative, slightly left-field yet nonetheless appealing option for those looking to drop £40-50k on a large crossover of uncertain identity. But having driven it, I don't think that any more.

"The QX70 has two things going for it that will make it seem more appealing than an equivalent BMW X model. Firstly, specification: while it might not be cheap at £54k, the QX70 comes pretty much fullyloaded - in fact, aside from metallic paint and one trim option, I couldn't find any options to add to the QX70S Premium. £54k will put you behind the wheel of a similarly sized and shaped BMW X6 xDrive 40d SE and while it won't be shy on spec, it falls short of what the QX70 offers as standard and even if you went for the smallest-engine 30d, the £3k you'd pocket wouldn't stretch far when perusing the extensive options list. And secondly, the engine. If you want a petrol engine, the only option BMW can offer without going into M territory is the twin-turbo V8-powered X6 50i, but that's just over £63,000. Everything else is diesel. The QX70 comes in 3.0d and 3.7 V6 and 5.0 V8 flavours, offering petrol fanciers two arguably more affordable choices. But that's where the appeal of the QX70 ends, for me at least.

"It looks quite cool and certainly has road presence, while the interior looks upmarket at first glance, but that seems to be the Infiniti ethos: make everything look impressive and expensive but hope that no one delves beneath the surface.

"Take the interior: the seats look and feel good and while the centre console looks very impressive it is covered in about a million







# CONFLICTING OPINIONS



#### Road Test: Infiniti QX70S Premium

unfathomable buttons. User-friendly it is not, elegant it is not, upmarket it is not. Cheap, scratchy plastics and sharp edges detract from the initial impression of luxury and the ergonomics are truly abysmal – the mirror switch is hidden away somewhere by your knee, alongside a couple of mystery buttons, for example.

"The V8 does at least sound good, and performance is certainly brisk, but while it steps off the line sharply, acceleration tails off quickly and it never feels as quick as the figures suggest. That V8 growl becomes gruff and muted at higher revs too. Disappointing. And then there's the fuel economy: it's not great. I was amazed to see a manufacturer offering a naturally aspirated engine of this capacity in 2014, but I wager you can count the number of 5.0 V8 QX70 sales on the fingers of one hand. The Infiniti's claimed combined fuel economy figure for the 5.0 V8 is 21.6mpg; the significantly more powerful and faster X6 50i offers a figure of 29.1. Or if you can put aside your diesel prejudices, the similarly-priced and equally-paced X6 40d achieves 45.6mpg. Food for thought.

"While I can see the on-paper appeal of a 5.0-litre V8-powered 4x4, the reality is that you'd have to really hate BMW, or Audi or Mercedes, to put a QX70 on your shopping list ahead of any of their offerings, or really love the idea of doing something different and being the only person on your street, and possibly county, to own a QX70. If you've lived your life in Japanese cars, the Infiniti will feel familiar to you but far more upmarket, opulent and impressive and you might well be tempted. If you've ventured beyond the realms of Japanese motoring, however, you won't be."

#### STUART GALLAGHER EDITOR OF *GT PORSCHE*

Stuart has been the editor of *GT Porsche* magazine for over ten years. He's hyper critical and super honest with his opinions, meaning we fear the QX70 might come under attack if it doesn't quite stack up to his usual high Porsche standards.

"How does Infiniti's QX70 compare to Porsche's Cayenne? The simple question posed by *Banzai* to me as editor of its sister title *GT Porsche*.

"There is one area that both the posh Nissan and the Porsche truck are inseparable: looks. Both were beaten by the designer's ugly stick, while the Porsche looks like a 911 that has had some kind of reverse liposuction, the Infiniti has the look and proportions of an enlarged Nissan Juke, and no one wants that.

"Looks aside, this QX70 5.0 competes with Porsche's new Cayenne S. But where the QX70 sticks with its 5.0-litre petrol-fuelled V8, Porsche has ditched its 4.8-litre V8 for a twinturbo V6, which means the Infiniti suffers from a 30bhp deficient to the Porsche – 390bhp to 420bhp – and a lot of torque. The German example is also cleaner and more efficient, not that buyers of either will care about such things. There's little in it in the claimed sprinting capabilities of the two, either. The Porsche is three-tenths quicker to 60mph at 5.5-seconds, but that's as close as the QX70 gets to the Cayenne for the rest of this comparison.

"The Infiniti feels cheap inside and the ergonomics are non-existent with every journey spent trying to second-guess where everything is. It's a hangover from the QX70 based on some old architecture and the engineers appear to have struggled to find a home for the modern conveniences we expect

from today's cars. Especially in one costing £54,025 (the Cayenne S costs £60,218).

"Plus points? The driving position is good, the V8 is quiet and smooth and the gearbox, while not the slickest of operators is unobtrusive and combines with the V8 to provide a fine powertrain. It never feels particularly brisk, which is probably a good thing because there is little reward for going above seven-tenths of the car's ability. And the faster you go, the worse the ride gets.

"There's not a huge amount of interior space considering the size of the car and after a while any charm it has soon fades and it just becomes a car to finish a journey in. Is it better than the more dynamically superior, better-built and higher quality Cayenne? No."

#### CONCLUSION

In many ways the viewpoints were as expected and perhaps the results would have been similar should we have asked Sebastian and Stuart to drive anything Japanese, from a Honda Civic to a Nismo 370Z. Stepping out of a Japanese car and into a German vehicle feels boring, but you soon appreciate the build quality. Going the other way is perhaps a little trickier. How many iPhone users do you know that swapped to Android? Exactly...

We can see where they were coming from with their criticisms of the drivetrain though. While everyone agreed the 5.0-litre V8 was a fine unit, it's perhaps time for Infinity, and Nissan for that matter, to start utilising its turbocharging expertise. A glance at the front cover of this issue gives you an idea of what's possible. The technology is certainly there and Infiniti has already unveiled an R35-powered Q50 Eau Rouge. It'll be interesting to see how things develop in the coming years... \*\*





#### PERFORMANCE FIGURES

Engine: 5.0-litre (5026cc) V8 petrol Transmission: Seven-speed automatic with driver adaptive learning Power: 385bhp

Toque: 369lb ft
0-62mph: 5.8s
Top speed: 155mph
Fuel consumption:
21.6mpg (combined cycle)
Price: £54,025















SCOOFYCLINIC





### EP3 Honda Civic Type R

ubtlety. It's a much underrated quality in this day and age. With the hysterical excitability of social media, constant connectivity and fashionable one-upmanship, it would be easy for us all to end up with extreme, shocking and jarring cars that push the envelope of uniqueness to an absurd degree, wearing 14"-wide neon-blue split-rims and rhodium-plated Recaros, with carbon fibre bodywork hand-woven by the Kevlar-tipped fingers of virginal psirens. But thankfully there's a hardcore group of tuners that keep us balanced, focusing upon performance above all else and allowing a natural aesthetic flow to emerge - the purposeful look that's achieved by the judicious application of quality upgrades. With this level-headed approach, equilibrium is restored and reason returns to the scene. Ostentatiousness is balanced by subtlety, the yin and yang of the modifying world.

Now, you might argue that our suggesting that a car with bright red wheels, a low-slung gait and a distinctly evil exhaust rasp is in any way subtle might be rather pushing the boundaries of what the word means, but stick with it. It'll all make sense. You see, what Dave McCulloch has achieved here is to ignore the fevered yelps of the purists and attempt to optimise that which is seen by many as, er, already optimised. He's tinkered with a Type R, and he's tied a turbo to it.

Some of you may be upset by this, but the story will surely win you over, as the results are outstanding. The EP3-generation Civic Type R is a magnificent and hallowed creation, its 197bhp 2.0-litre i-VTEC motor howling like a wronged angel, its chassis as taut as a drumskin, but the tuning industry doesn't let that sort of perceived perfection stop it from unbolting bits and bolting on bigger ones to

see what happens. And so it is that this peachy, racy, unburstable engine finds itself rocking a chunky GReddy T51 turbo and frontmount intercooler, ramping up the excitement somewhat. And, okay, we'll concede that there's nothing particularly subtle about that.

Moving on through the engine, it's not just a case of bolting on a snail and letting it surprise the VTEC as it kicks in on boost; Dave's taken a holistic approach in pursuit of pure performance. Within the K20 we find Cosworth pistons, Manley forged rods and titanium valves, while elsewhere in that spotless bay reside a more boisterous set of injectors, a baffled sump and all manner of other accoutrements that suggest a keenness for track use (the fact that we happened upon the car at the Banzai Crail Thrash backs this up neatly). It's very well thought out. So where does this kind of thinking come from?

"Since I was about two years old I've always been daft on cars, so it was no surprise that when I got my first car I wanted to modify it!" he grins. Yep, we've heard stories start this way before... "I've had a few 205 GTIs, Astras, vans – I'm a sucker for a modded van! – but the Civic's the quickest car I've had, and I've had it for six years now.

"When I bought this car in 2008, the EP3 still wasn't really a common car in my age group," he continues. "But a close friend had one and it was really the first time I'd come across a VTEC first-hand! I worked as a mechanic in my local Honda dealership and was driving an old Mk3 Astra van at the time. The car came in as a trade-in and was in a bit of a state for its age; it was used by a company in Glasgow for advertising – strange choice I know – and had 'printing.com' in massive white letters on both sides! But the interior was clean, even though the rest was a bit tatty. It was totally standard, and I saw a







Engine: K20A2 2.0-litre i-VTEC, GReddy T51 turbo, dump valve and front-mount intercooler, Haltech Pro ECU, Spoon baffled sump, ACL bottom end race bearings, Manley forged H-beam rods, Cosworth pistons and gapless rings, block guard, Manley titanium valves, double valve springs and retainers, Toda timing chain and tensioner, Cometic head gasket, Mishimoto thermostat, ASNU 650cc injectors, Thermal intake gasket and throttle body gasket, red carbon spark plug cover, red Samco radiator hoses, Trust intake filter, HKS Hi-Flow exhaust, Energy polybush engine mount inserts, J's Racing torque damper, a/c removed, new Honda oil pump

Transmission: Six-speed gearbox, uprated bearings, Clutchmasters paddle clutch and two-piece flywheel, Quaife ATB diff, short-shifter

Chassis: Stock 17" wheels painted Milano red, 215/40 Yokohama Paradas, Spax 30mm lowering springs, Whiteline front and rear adjustable drop links, Superpro front ARB polybushes, J's Racing front upper strut brace, rear lower tie bar, EBC Blade Sport 300mm front discs with YellowStuff pads and Accord Type R twin-pot calipers, Mintex grooved rear discs with YellowStuff pads, HEL braided lines, Spoon reservoir socks, Brembo Dot 5 brake fluid

Exterior: Mugen front lip moulded to stock bumper and trimmed for intercooler, Fiberworx rear splitter, Mugen rear spoiler, JDM rear number plate holder, Gloss black mirrors/roof/spoiler wing/rear boot trim, tinted windows, JDM headlights with HIDs

Interior: Gloss black centre console, DVD player, JBL 1000w amp with 12" 1000w sub

Thanks: Lynn
Chamberlain at CPL Racing
for being very helpful and
knowing her stuff, Gerard
Brady from
PerformanceTek for helping
me in my hour of need, Foz
at Foz Sports bodyshop for
doing a wicked job on the
paintwork, James Stephen
at N/A Nonsense Racing
for getting me and my car
out there for people to see,
and finally my amazing
fiancée Karen for putting up
with all the excuses and
staying with me through
the hard times



chance to get a good car at a cheap price before it went through the workshop, so I bought the car on a sold-as-seen basis for £6000, which was a bargain at the time. Also, it was a few days before my 21st, so I called it a birthday present to myself!"

You can probably guess what happened when Dave came to peel off the stickers – he was left with some beautifully shiny red paint spelling out the name of the advertiser, surrounded by some rather more pink and faded surrounding areas. "After many hours polishing it up, it became obvious that it was too bad to save and needed repainting – and that's where it all began..." he says.

A fresh new coat of Milano red was expertly applied by Foz Sports Bodyshop of Alloa, with the stock 17" wheels receiving a matching coat as well. At this stage, a few subtle aesthetic tweaks found their way into the mix – front and rear splitters, a bigger spoiler, just a few bits to beef up the factory lines. The paintwork gleams like that of a brand-new car today, and acts as a jewel-like shroud for the chemistry that bubbles away within. And I know what you're thinking: 'Quit stalling and get to the turbo!' Okay, calm down, let's allow Dave to walk us through it...

there weren't many around, apart from in the States; most forced-induction EP3s here were supercharged. So I had to do a bit of research and liked what I saw – and also I was dying for a dump valve! Most of the turbo'd ones in the States hadn't been pushed to the stage of blowing up as far as I could tell, but how safe it would be was a guess, so I thought it best to forge it just in case! And I wanted one of the first turbo EP3s in the UK, although that was soon not to be..."

Well, that's the thing about being a pioneer, isn't it? You're walking your own path, but you might not necessarily be the only person on the trail. Still, it's the execution that makes all the difference, and the quality of the build is what makes Dave's motor shine.

"Actually, there was another reason for the conversion," Dave admits. "The main reason the car got turbo'd is that I'd broken the selector fork in the gearbox and I couldn't get third gear. So one day I put it on the ramp and pulled the box out to try and fix it with the help of my friend Ross; instead of just removing the gearbox I took the whole engine out and before I knew it the engine was almost bare and the build began! I spoke to a local tuning company (who I'd rather not name, as it messed me about big time) and it





### **EP3 Honda Civic Type R**

claimed it could build the engine, no probs. So I thought instead of doing it myself with limited space, I could pay the company to do it and at least it would know more about tuning than me. It had my engine for a year and a half, and all it did was strip it and get the cylinder bores honed. After many arguments the team there finally cracked on with it even though I had to go there at night myself to help finish it! At this time, the car had been painted for a while and lay in a shed collecting dust, waiting on the engine..."

A tale of woe and ignominy there, then, but fortunately not the end. With Dave pitching in, the build moved on apace; he sourced a scrapped, turbocharged DC5 Integra project from which he acquired the turbo setup and Haltech Pro ECU, and his boosted, forged K20 was finally in a state of readiness. The gearbox was rebuilt with uprated internals and, two years to the day after the drivetrain was removed, it found itself getting shoehorned back into the EP3. It was fired up, found to run perfectly well on a base map, and then live-mapped by David Roe to ensure a nice spread of power delivery, with a peak of around 350bhp, with 400lb ft of torque.

functioning engine makes the car an absolute blast on track. "I attend as many shows as I can to put the Civic on display," he says. "Banzai at Crail, Scottish Car Show, Knockhill events, local car meets... and it was great fun at the Monster Unit track day at Knockhill straight after we did this photoshoot!" But what may surprise some is that this Type R, fetishistically honed for performance, is Dave's daily driver too. "I take it to work every day, it does the food shopping, it goes everywhere," he smiles. "It's pretty economical in daily use too. Well, until you drop a gear and put your foot down. But you should see the surprised looks on those Scooby and Evo drivers' faces...'

And that, you see, is the crux of this subtle Civic. Sure, it may not be all that unassuming when it's parked up alongside the grey Mondeos and battered MPVs in Sainsbury's car park, but stick it in the paddock at Knockhill and you'll notice people wafting past, their magpie eyes caught by an Evo's wing or a GT-R's glimmering tail-lights. But just watch how their focus shifts as Dave fires up 350bhp of howling VTEC and spits a few flames. Subtlety, of course, is all about





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### TRAX Show Report





With over 15,000 attendees and a whopping 3600 cars on display, Silverstone's Trax once again proved to be one of the biggest and best multi-brand car shows of the year.

Words: Sam Preston Photos: Sam Preston, Andy Basoo and Ciaran Smith

le headed down to the legendary Silverstone circuit earlier this year for another dose of modified car excitement. Fortunately the cloudless skies ensured that Trax was, once again, a treat for enthusiasts of all manner of modified cars.

As always, it was great to see an abundance of top-quality Jap cars dominating on both the static club stands and on track in the many motorsport events that took place throughout the day. It was also refreshing to see how 2014 was going for the other car scenes, from beautifully turned-out VAG cars through to impressive builds from almost every other corner of the planet you could think of.

The *Banzai* stand succeeded in impressing the masses, with our four show cars seemingly hitting the spot for passers by. These included Fyse's stanced DC2 Integra alongside Spoon Sports Europe's track day variant illustrating the versatility of this little coupé, along with recent cover cars such as Ricky Patel's high-powered EG Civic hatchback and Richard West's K20 VTEC-powered Suzuki Swift dropping jaws. The stand was located next to the Vibe Audio guys, providing us with a bassy (albeit deafening!) soundtrack for the sunny Sunday.

Also on display in the vast grounds of the Northamptonshire circuit was the Car Culture Collection stand from Fast Car magazine – 100 of the UK's finest show cars from this year, with a large helping of Japanese metal mixed in throughout, including Tom Shaw's controversial Mazda MX-5 and a duo of boxy '80s saloons from Mazda and Nissan with all the modifications you'd expect from a pair of cool lowriders. Other highlights nearby included Graham Morecroft's EP3 Civic Type R which was fresh from the garages of TDi North where its Frankenstein B20 engine conversion had just been treated to a fresh



























### TRAX Show Report









































set of individual throttle bodies, leaving a mightily impressive NA engine as a result! Further on, John Palmer's immaculate 1JZ-converted Datsun 240Z still looked as stunning as when it was featured back in the August '13 issue of *Banzai*.

The track action on offer impressed, with cars such as Jeff Whitbrook's VTEC-powered Daihatsu Charade (from the October '14 issue) proving that even compact Japanese cars can hold their own on the sticky asphalt while dicing with all sorts of exotic metal.

The day also housed official rounds of both the Time Attack and BDC championships. The many classes now available in Time Attack ensured that all sorts of insane aeroclad cars took to the track, from the likes of Adam Jones in his EP3 Type R in the Club FWD category, through to the heavily modified Evo VI of Gareth Lloyd in the PRO Extreme class, who managed to clinch the fastest lap of the day over Olly Clark in his famous Gobstopper II Impreza.

For the first time at Trax the BDC boys were not just showing off but used the show as an official leg of the tournament. This meant all the big names were in attendance, giving punters the chance to crowd around the pits to see the likes of Shane Lynch and Shane O'Sullivan of team JapSpeed and their monster drift cars, before witnessing some hotly contested performances on the circuit. And with such a particularly large crowd watching them this time around, they didn't fail to impress!

As you'd expect from the home of British Formula One, Silverstone was fully kitted out with many services that punters could take advantage of to further add to the buzzing atmosphere on the blazing hot late summer day. Passenger experiences in a Lotus Exige S were available at a discounted rate, running in between the rest of the events to ensure that those daring enough could get a white-knuckle ride at a very affordable price. Needless to say, the track didn't get much of a rest from dusk till dawn!

Here's hoping that next year's Trax falls on another beautifully sunny day. Until then, enjoy this year's pictures! \*\*

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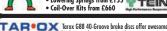
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### | EcuTek Profile |

# Who is...





Over the last two decades engine electronics expert EcuTek has grown into a leading authority on the art of ECU tuning. With increasing orders from respected manufacturers and tuners around the world, and thousands of happy end users, Paul Cowland went along to find out how it all happened.

Words & Photos: Paul Cowland

any components developed within the car industry have a certain transparency of design. For example, the PCD and thread pitch of a wheel is usually repetitive and widely known; offsets and widths are even printed in the owner's handbook. So it is relatively easy for aftermarket companies to

use these stats and design alternatives that look good and are safe.

With the ECU, however, manufacturers do everything within their power to stop changes being made to treasured codes and programs that took millions of pounds to develop. Incredible levels of security and encryption are added to protect this vital component. Cracking it safely, therefore, requires Jedi-like levels of skill, patience and knowledge. Based in West London,

EcuTek has garnered a reputation for being a first port of call for anyone looking to make fundamental changes to ECU software, while maintaining all carefully created fail-safe protocols. Although many aftermarket ECU solutions claim to do this, a glance at EcuTek's client list – including the likes of Mitsubishi, Subaru, Nissan and Mazda – indicates a level of product sophistication that makes even OEM warranty underwriters sleep soundly. But this relationship didn't happen overnight.

The story of EcuTek shows a reassuringly measured growth that started with two friends turning their passion for cars into a business. Back in 1995, talented engine mapper and engineer Merv Carroll worked at Power Engineering, extracting more performance from scene-defining cars equipped with Cosworth badges. But as the supply and desire for these cars waned, Merv adapted to the opportunities of an exciting new market filled with seemingly endless ranks of high-performance Japanese cars such as Evos, GT-Fours, MR2s, Supras, Skylines and Subarus.

Over the next few years, the team learned and applied everything it could about these new breeds. Then in 1999 a customer arrived that created a chain of events which changed both his and Merv's life forever. Merv picked up the tale: "Steve Done was a dream customer; enthusiastic, knowledgeable and wanted the best of everything. He'd bought a new UK model Impreza and had done everything he could to it – exhaust, boost controller, intake system... you name it. He then wanted to properly enhance the ECU but at the time there was no method within the industry with which to do it. We had a look and couldn't access it using any of the known

protocols or methods, so a great deal of research followed."

Merv and Steve embarked on a mission to ascertain the correct way to tune the car. Rumours of a Japanese company successfully cracking the ECU were flying around but as Merv himself put it: "When we looked into it properly, it was all smoke and mirrors. It wasn't the complete solution we craved."

At this point Steve and Merv had a genuine epiphany. Having trawled the globe to find answers, it dawned on them that the answer might lie much closer to home. "At the time, Steve was a senior internet designer for Cable & Wireless and had a real passion for electronics, so we decided to use his experience to try and crack it ourselves," Merv continued. "I showed him everything I knew about the ECU, and he then used every spare hour learning how to 'hack' it. The result, a few months later, was an unlocked ECU, with every element open to scrutiny and adjustment."

It was no easy task, however. In order to get to this point, every conceivable method was tried, resulting in the painful death of some 15 ECUs. "That old '99 ECU was very fragile," laughed Merv. "We found out the hard and expensive way how to crack it!"

That vital first coding took the pair over six months to create, and it gave them all the keys to the castle, so to speak; no control parameter was beyond their reach. Whereas all previous ECU conversions only altered the basics, Merv and Steve could now see and adjust functions such as boost pressure, ignition timing and rev limits with the same dexterity and authorship as the factory.

But this breakthrough was only the first chapter of the story. "This wasn't just a case of unlocking the ECU," Merv added. "We had to learn how to control it and then create a user-friendly hardware interface via the car's OBD port, as well as front-end software to allow mappers to run it all." Nevertheless, thanks to Merv and Steve's efforts, the Subaru tuning industry was revolutionised overnight with a cost-effective solution to expensive standalone ECUs, and all for a fraction of the price.

Recognising the potential of this product, serial automotive entrepreneur David Power joined the rapidly expanding concern to form what is now known as EcuTek. Having started both Power Engineering and Powerflex, David understood how to exploit the complexity and completeness of this new technology from a commercial perspective. As the only three-dimensional and safe way of cracking the factory ECU, EcuTek had few competitors, so business was brisk from day one. However the trio was careful to select only the best and most able dealers to join their network, while also making good use of the popular Scoobynet forum to boost owner awareness. With such tactics, EcuTek quickly built a reputation as the must-have mod for all Subarus.

The only problem with software design is that it is frequently updated. While the arrival of the next generation Impreza was



### | EcuTek Profile |

welcomed by many, it also meant that Steve had to begin again from scratch with completely different Denso ECU architecture.

"Although unlocking the '99 unit helped give us a starting point, both the hardware and processor design were completely different," Merv grimaced. "It took three months just to get the data out of it!" Cue many more late nights, fried ECUs and, ultimately, glowing success. The final product, Flash2002, was revealed at the prestigious SEMA show soon after the official arrival of the Bug Eye WRX in the US. With the aftermarket clamouring for a solution to this hot new tuner car, EcuTek couldn't have timed the launch better. The product was an instant success, catapulting EcuTek into the upper tiers of the tuning world.

This success had not gone unnoticed by other tuners, so when Prodrive called Merv was understandably a little nervous: "I thought we were in trouble but it turned out it wanted to use our tuning tools for its Prodrive Performance Pack range of dealer upgrades." This was just one of a number of high-profile brands that also came calling, a role reversal that wasn't lost on Merv: "When I tuned cars on the dyno, we used to fit chip solutions from great brands like Jun, Cusco, HKS and Blitz. But now all of them buy software from us!"

The next step was to expand EcuTek's list of applications. After careful consideration the Nissan Skyline GT-R joined the ranks; another ECU thought by many to be uncrackable but opened safely by Steve in just three hours. Not all succumbed to his talents so easily, however: Subaru's drive-by-wire protocols took almost six months.

"It can be an incredibly laborious process," revealed Merv. "I equate it to a whole load of Ordnance Survey maps inside a box. One map is for fuel, another for boost, and so on. You have to carefully navigate across one to get to the next, and extracting the data to do that is the hard part. You not only need to understand the language the designers have used but, more crucially, how to put it back again without upsetting its many sensitive rings of protection. Design elements are frequently changed, which means we have a constant 'arms race' to keep up with the latest model changes."

Over the next few years, progress was rapid but predictable. The voluminous American market came on board and the Mitsubishi marque was added to the fold. In 2005 the company outgrew its original premises, necessitating the move to a purpose-built technical centre, housing an impressively clinical dyno cell, full workshop facilities, an impressive suite of offices, and now some 13 staff.

Which cars are chosen for tuning by the EcuTek team? "That's fairly easy," said Merv. "Some cars you know will be popular or are from a range we know well. Any key tuner car goes straight on the board, though our work

with manufacturers means we will consider anything if there's sufficient demand. We also try to save development time by exploiting similar ECU architecture, such as between the GT-R and Nissan Juke." Indeed, EcuTek's involvement at manufacturer level gave the team what Merv describes as his proudest moment by being flown to China to sit alongside the chief engineers at Great Wall Motor Company to refine the factory maps for all European vehicles.

The software's integrity has also proved ideal in motorsport applications, with leading preparation outfits finding that a mappable factory ECU offers everything they need, even when tuning the engine to the maximum. Ken Block's early forays in gymkhana with Subaru were all done on EcuTek, while Mitsubishi UK's Britcar entry and all members of the storming Evo FQ range were also factory-prepared with EcuTek control.

With an eye on the future, EcuTek has invested in a fleet of demo cars with which to showcase its products. A choice of current vehicles such as the Subaru BRZ, Nissan GT-R and Mazda MX-5 displays an appetite for tuning within warranty periods, a move reflected in the fact that most of the manufacturers in question use the same software themselves. Thanks to a practically non-existent warranty burn rate, many EcuTek tuners happily offer their own warranty on work carried out, so drivers can sleep well, knowing they're fully covered.

But in this age of hybrids and electric cars, does the EcuTek team worry about the demise of tuner cars and a loss in business? "You have to keep an eye on the market, for sure," replied Merv. "They're getting more environmentally conscious, certainly, but when you see exciting cars on the horizon like the new Nissan iDx concept, turbocharged Civic Type R, or new Supra, you know things are going to stay this way for a while yet. Besides, electric cars use ECUs, too, so we can never rule that avenue out either!"

Committed to creating OEM-level solutions, EcuTek is a fascinating case of poacher turned gamekeeper – a talent pool that began in the tuning industry improving manufacturer's cars has turned full circle to work just as passionately with many of these names at the design stage. Whatever the industry has in store for the internal combustion engine, or indeed, whatever the next fuel technology is going to be, we'd wager that EcuTek will be there improving its performance

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"We have a constant 'arms race' to keep up with the latest model changes"



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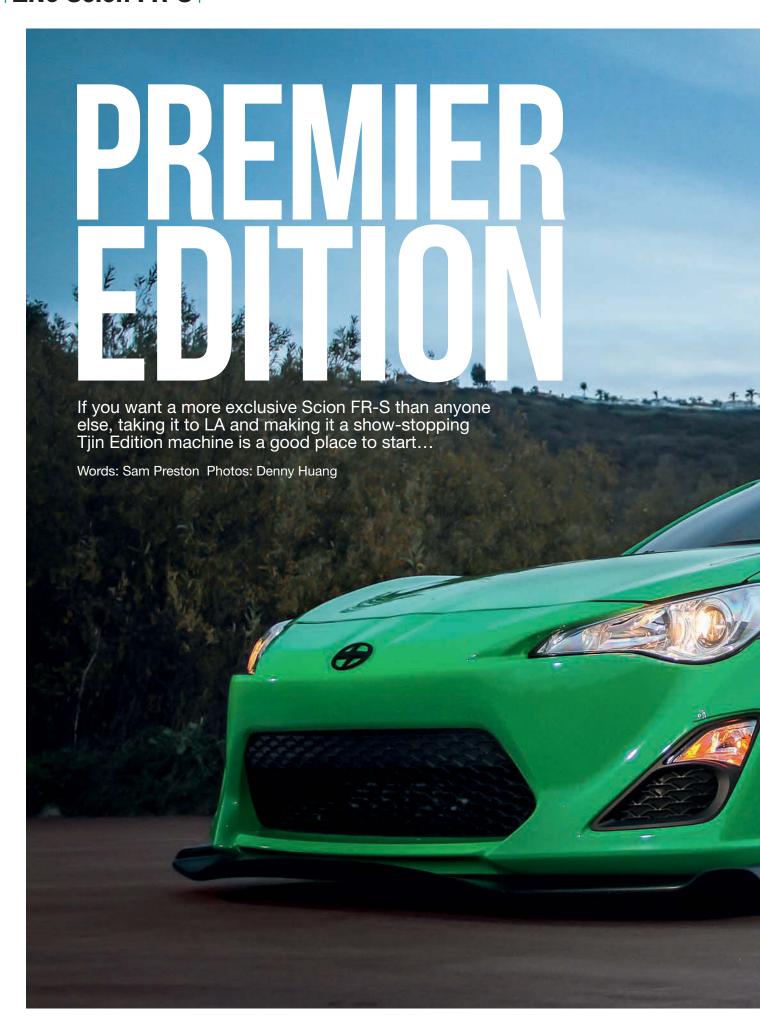
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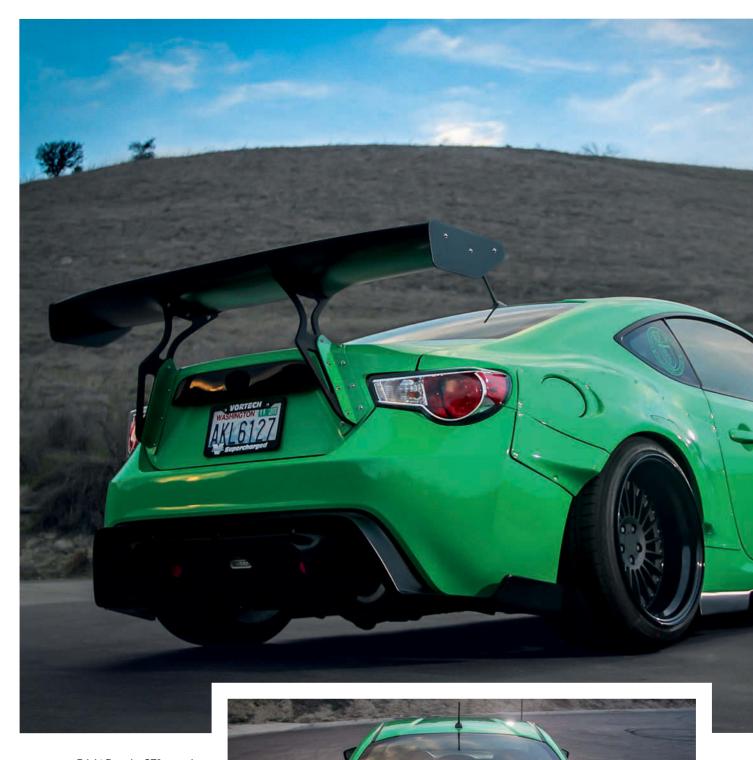
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Only quality parts have been used throughout the build



"They're a breath of fresh air from the more restrained JDM-style rims I've seen on every other FR-S out there"

everal people's bucket lists contain a fantasy loosely based on ending up living and breathing the Californian lifestyle before their time is up. The image of rollerskating down Sunset Boulevard in the ice cream-melting heat is the fuel for many an office worker's daydream. But it seems that the quality of the automobiles on the West Coast is on par with the high quality of living, as we see endless amounts of bar-raising builds spawning from this fabled corner of the world. Although harder than ever to get yourself noticed down in Cali, tuner Neil Tjin is one man who has excelled in his field, his inspirational car building career epitomised in one of his latest works of art: this noholes-barred Scion FR-S with its premium parts supplying all you'd ever need to stay ahead on the strips.

Neil's story starts in South Florida, where his creative potential was demonstrated early on after he created a few revolutionary-looking cars to showcase at the rather influential SEMA show. After gaining momentum and with a prestigious team of professionals now behind him, along with the backing of several of the world's largest car manufacturers, he took the plunge just over a decade ago and headed west to start the Tjin Edition Roadshow – a unique brand which aims to transform customer cars with only the most

premium accessories and in doing so create some of the world's most well-documented show cars on the planet.

And the results have been, to say the least, spectacular. We won't bore you with the full list of commendations that have been thrown upon this young revolutionary, but in the last couple of years alone, he's been blessed with the SEMA Sport Compact Council Person of the Year and NCCA Industry Leader of the Year to name but a few prestigious accolades. His appearances at SEMA are now met with great anticipation and excitement as the motoring world awaits the magical results of another year's hard work with an oftenunassuming car as a starting point. The car you see before you is the fruit of 2013's labours - a box-fresh Scion FR-S owned by good friend Christian Coujin from Seattle.

You don't need us to tell you that the GT86/BRZ/FR-S coupé is one of the hot favourites for tuners the world over. Every US car meet is sure to contain at least a few of these acclaimed sports cars, usually blinged up to their eyeballs. So was it a wise choice use one as a base project? "I was working for a few car magazines on the side, but was approached by Vortech Superchargers to see if I wanted to become its marketing director," Neil explains. As a brand he'd worked closely with for years and had a lot of respect for, he jumped at the offer. One of Neil's first forays with his

### ZN6 Scion FR-S

Engine: FA20 2.0-litre flat-four boxer engine, Vortech V-3 H67B gear-driven centrifugal supercharger, Vortech calibration and engine management, GReddy full performance exhaust system

Chassis: 9.5x18" (front) and 11.5x18" (rear) Rotiform IND-T three-piece wheels, Falken tyres, AirREX air bags and struts, Accuair e-Level controller with touch pad, Tjin Edition/Baer big brake kit all-round

Exterior: Respray in Porsche GT3 green, full Rocket Bunny Version 2 Wide-Body Aero Kit with rear with Rocket Bunny rear wing, Rocket Bunny rear diffuser, gloss black detailing

**Interior:** Status Racing bucket seats, FR-S dash and trim

new employer was to develop a forced induction kit for the FR-S. We've all heard the story about how adding a bit more oomph to this little car can exponentially add to the overall excitement, so it didn't take much persuasion for Vortech to commission Neil to start developing the kit. "We even managed to get semi-retired Vortech owner Jim Middlebrook to help us build the supercharger design from scratch – from flange to tubing, the kit was completely brand-new," he reveals.

But although revolutionary, a new supercharger kit was nowhere near enough on its own to get people talking. So Neil began looking at what rivals were doing to their FR-Ss in the styling department in order to ensure the road he went down was totally unique. "The other cars I saw at the time were pretty subtly coloured and styled, but did

have a lot of chrome parts on them," he explains. Take a look back at any of Neil's previous builds and you'll soon realise that he's quite keen on the colour green. Usually choosing a dewy hue, he knew that it would take more to grab attention this time around. "The glossy Porsche GT3 green helps set the car off," Neil says. A closer inspection reveals he also opted for black details where the silver parts would have sat to further offset that deliciously glossy colour.

Although a Rocket Bunny kit is no new sight on these cars nowadays, back in early 2013 it was a different story, with this being one of the first cars to successfully rock the overfenders that, currently, are oh-so ontrend. "Christian, the owner of the car, also owns a 700bhp Veilside Supra and a couple of RWB-tuned Porsches, so this build wasn't too extreme for him!" Neil tells us

when asked about the lavishness of the modifications, citing the roots of the styling inspiration as heralding from contemporary hot rod tuners who have begun to use bolder colour schemes and body enhancers.

Of course, a set of rims were the key element that would determine just how special this car would become. Again, going in exactly the opposite direction to what he'd seen from other tuners, Neil hooked up with the guys at Rotiform to come up with a CAD design of exactly what he wanted – a twist (quite literally) on the multi-spoke IND-style, with the curved spokes giving a creative and pleasing form. "They're a breath of fresh air from the more restrained JDM-style rims I've seen on every other FR-S out there," commented Neil on the three-piece beauties. Neil's exclusive design is now being supplied by Rotiform in limited runs, so far spotted on



### ZN6 Scion FR-S









"The standard car is very decent, but this setup enhances every single aspect for the better" only the finest European VAG builds.

Using only the best AirREX air suspension setup allows the car to sit incredibly well with its drastically altered underbelly, while still serving up a surprisingly capable ride to match the supercharged engine. "The standard car is very decent, but this setup just completely enhances every single aspect for the better - the difference is night and day," Neil boldly states after recalling his first drive in the transformed beast. Not that either him nor owner Christian have had much chance to drive the car yet, as it's been part of his Tjin Edition Roadshow for the past year, being a worthy centrepiece to illustrate just what this company is capable of. "Christian has actually just taken

ownership of the car again, and now calls it his little 'tuner rocket'," Neil explains.

With a strong reputation to uphold, how did the car fare at last year's SEMA show? "I'd like to think it was one of the most popular cars at the show, even though there were so many other FR-Ss there!" Neil tells us. Designing several parts specifically for this car which have since been sold to the masses is surely one of the most flattering of compliments, with the tuning world only just cottoning on to Neil's trailblazing style one year after the launch of this little beast. Where does it go from here for the Tjin Roadshow? Keep your eyes peeled on coverage of this year's SEMA event and no doubt it won't take you long to find out... \*\*



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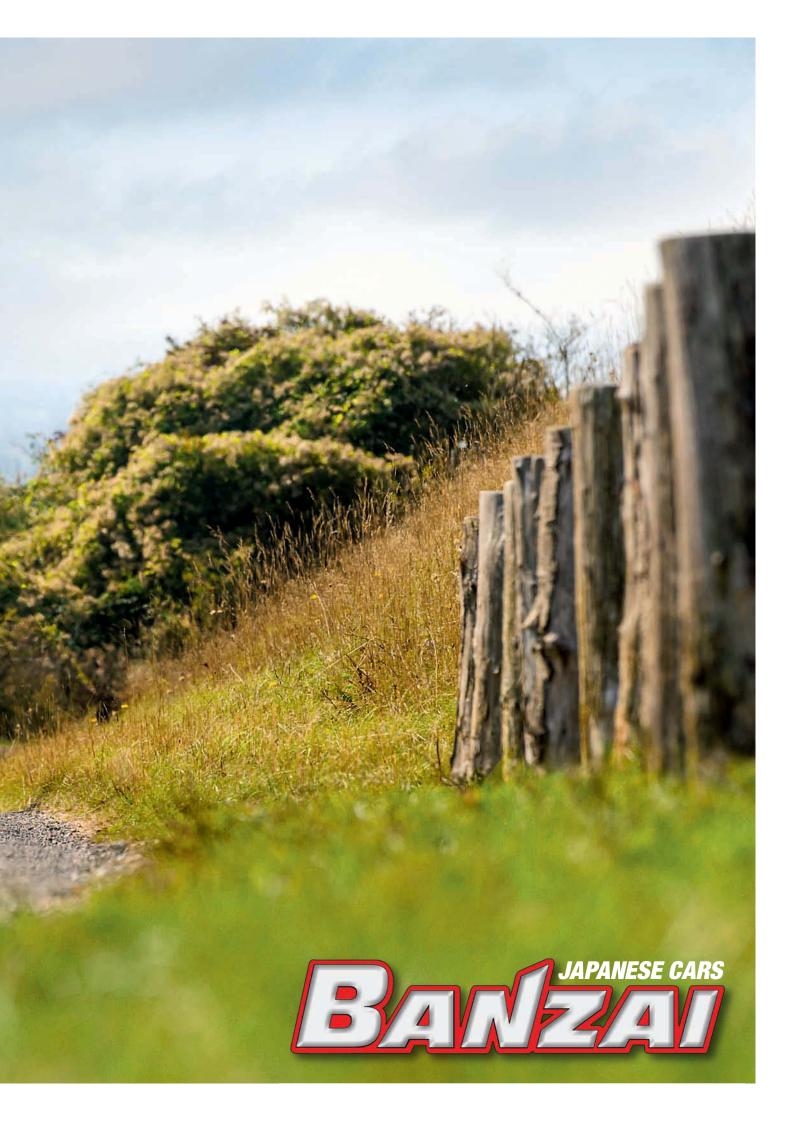
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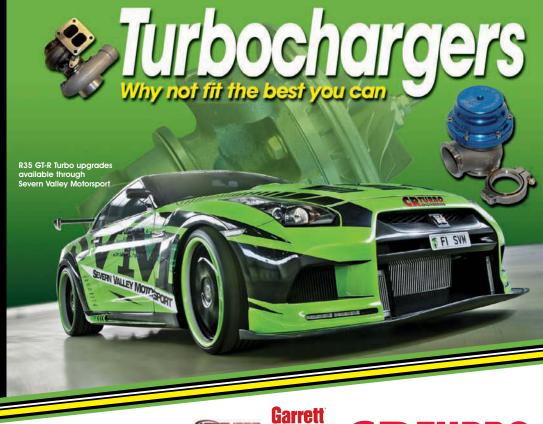






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SevernValley Motorsport's Qashqai-R is one of kind. Here we examine what's



y now you've no doubt seen the photos, studied the figures and checked the spec. SevernValley Motorsport's (SVM) R35-powered Nissan Qashqai has been causing waves around the tuning scene and not just here in the UK either. Applicably named the 'Qashqai-R', SVM's latest creation has already appeared in numerous motoring publications and on countless octane-infused websites. What we're here for today though,

is to delve beneath its skin. This article is designed to answer all the questions you may have about this machine. Questions like: How did they fit GT-R running-gear into a Qashqai? What's been sacrificed to make it work? Can the Qashqai-R cope with the staggering power it's producing? How does the straight line and handling performance of the Qashqai-R compare to a similarly spec'd GT-R? And perhaps the biggest question of all... why cut apart a perfectly good R35 to

build the Qashqai-R in the first place?
Perhaps we should start with that last question; why? To answer that, let's consider a few auxiliary questions: Did British Airways have to use Concorde to fly its passengers across the Atlantic, despite the company reportedly losing money on every flight? Did Renault have to build the Formula 1 carplatformed Espace F1? Did Nissan have to equip a Juke with GT-R underpinnings? The answer to all of those questions is, of course,

involved in building a 1150bhp R35 GT-R-powered crossover...

Words: Andy Basoo Photos: Steve Hall



no, but those in a position to do so paid thousands to board a Concorde, flocked to see the Espace F1 in action and spent £400,000 to own a Juke R. Most of us don't like conforming. We just have to. But when there's an opportunity to benefit from outside-the-box thinking, we're all over it. Sometimes people do things just because they can.

And so it was with SVM's decision to sacrifice a seven-month-old 2012 R35. It was a ruthless action, but one taken for the

greater good. Hopefully, you'll appreciate that as you go through this technical breakdown of its build. To finish answering that question of why though, SVM admits the Juke R provided a large slice of inspiration for its masterpiece. Immense VR38DETT running gear in a small bug-eyed crossover. What's not to love? It's the kind of fun exercise that's always tickled SVM's head man Kevan Kemp. He and his team felt they could go one better though. The challenge was set. SVM, one of

Europe's premier GT-R tuners, would build its own supercar-slaying machine. The project had to be R35-based, but what mundane, unsuspecting recipient model to opt for?

Amusingly, SVM had no idea what body to use until it paid a visit to a local Nissan dealership. With precise GT-R dimensions in hand, the guys walked into the dealer, and while other customers were testing the comfort of the seats or scoping out the boot space, the SVM engineers were laying down

### ∣Nissan Qashqai-R∣

beside various cars, measuring wheelbase and track dimensions.

The R35's wheelbase comes in at 2780mm, while the larger +2 version of Nissan's Qashqai was found to be just 15mm shorter at 2765mm (165mm longer than a standard Qashqai). That was a close enough match for SVM to make a decision there and then.

"Can I help you sir?" came the voice of a confused salesman. "May I ask what you're doing down there?"

"We're going to buy one of these and cut the body off it," SVM calmly replied.

"Right, okay..." came the salesman's response before walking away.

SVM ordered a brand-new 1.6-litre petrol 360 model from Birmingham's Colliers dealership. The Qashqai +2 was delivered early one morning and was completely stripped by the close of the day. SVM even took a photo of the dissected crossover and sent it to the dealer saying they had a warranty issue!

### **CHASSIS/FLOORPAN:**

From the outset, SVM's plan was always to retain the load-bearing points and structural integrity of the GT-R. Having built high-power R35s for just about every motorsport discipline out there, the company knew exactly what the model was capable of. As such, instead of attempting to retrofit the engine, gearbox and 4WD system into a Qashqai, the decision was made to utilise the entire GT-R floorpan.

Think of it like a radio control car. If you remove all the clips and replace the original body shell with a completely different one, the performance of the chassis itself is unaffected. Everything underneath this vehicle, then, is GT-R. So, firstly both bodies were very carefully cut out and removed from their respective platforms, then, using a custom-built jig, the rather undesirable task of mating the Qashqai top and GT-R bottom began...

Now, earlier we mentioned there is a 15mm discrepancy in the wheelbases of the two cars. Has this caused any issues? In short, no. For the most part, the 15mm has been absorbed by effectively centralising the body between the front and rear wheels. The only adjustment that SVM had to make here was a minor reshaping of the inner front arches. Even then, it was primarily the larger wheels that were the problem.

Also, the GT-R has a 50mm wider track than the Qashqai, both up front and out back, but most of this is down to simple bodywork design and not any major difference in hub location, so no cutting or narrowing was required for this. It was simply a matter of using four front wheels instead of the staggered setup. The slimmer 9.5x20" MY09 GT-R fronts sit absolutely perfectly in all four arches with super sticky 265/35 Michelin Pilot Super Sport Cup tyres also present for good measure.



Behind the wheels sit carbon steel grooved Dixcel discs and pads. The fronts feature Dixcel bells too, while the rear bells have been refurbished and the whole setup has been treated to Goodridge braided hoses and Dot 5.1 brake fluid.

More stopping power was always going to be needed with the Qashqai-R weighing in 150kg heavier than a stock GT-R. Not only that, but it was never the plan to run stock running gear. SVM was going for blood, but more on that later... Something else to factor in was that the Qashqai-R was going to be taller, too. A higher centre of gravity would certainly have compromised handling a little through increased body roll. But to compensate, SVM has firmed things up with Eibach front and rear anti-roll bars and gone lower by adding KW coilover sleeves. It's remarkable how the Qashqai engine bay almost perfectly accommodates the Big brakes are one of the few subtle touches that give the game away December 2014





twin-turbo V6 engine and complicated transmission. As you can see from the photos, SVM has even managed to retain the GT-R's original carbon composite front panel. But, while the size of the running gear wasn't a problem, its mounting location, within the Qashqai's different 'bay architecture was a hurdle that needed overcoming. The VR38DETT sits much further back than the factory-fit Qashqai lump. It tucks under the windscreen, meaning a completely new bulkhead has been fabricated. We'll get to the complexities behind that bulkhead shortly, but for now you can see that carbon composite slam panel area comes up short in the Qashqai. Instead of cutting this out and re-engineering the whole setup, a lot of fabrication has gone into securing the original GT-R layout to the Qashqai 'bay.

Believe it or not, the most complicated part of the entire build was getting the windscreen wipers to work! With minimal clearance under the windscreen, there was simply no room for the wiper motor! Countless motors and mountings were offered up before eventually finding a solution. SVM was tight-lipped on how it got the system working, but it's amazing how a trivial feature like wipers can be the most challenging aspect of such an extensive build.

#### **INTERIOR**

The difference in engine location also has an effect on the seating position. The R35 pews are mounted in their original place on the R35 floorpan, but they're around 4" further back in comparison to where the Qashqai's seats used to be. You really don't notice this when you're inside the cabin though, because the GT-R pedal box and gearstick are very close to their original locations too. It means the driving position is exceptional. The main difference is the seats have been raised 50mm in order for the driver to be able to see over the Qashqai's taller dash.

It all sounds very simple, but as you can imagine, a lot of consideration and fabrication has gone into getting everything right. Raising the front seats meant adjustments to the steering column. A twin knuckle was added to increase the angle which allow the column and the GT-R wheel attached to it to sit true in the cabin. With the rack and power assistance still stock GT-R, steering inputs feel exactly the same as in an R35.

The angle of the GT-R pedal box has been tweaked to suit, but with a new bulkhead being fabricated and the front foot wells being reworked accordingly, it wasn't complicated for SVM to get the positioning correct.

As you're probably beginning to appreciate,

SVM has worked hard to infuse as much GT-R into the cabin as possible. It feels more like being in an R35 than it does being in a Qashqai. It's just that you have more room around you and when you look up, there's even a full panoramic roof in place! What helps make the Qashqai-R feel special inside is the GT-R instrumentation. SVM utilised the rear half of the Qashqai's dash and the front half of the GT-R's. The whole unit was then remoulded to incorporate the R35's air vents, display screen, switch gear, start button, carbon detailing and just about everything else you'd expect to find in Nissan's flagship model.

Getting all of the above to function seamlessly was a real challenge. The stock GT-R features (like driving modes, launch control and Bose sound system) were relatively straightforward, but from a wiring point of view, consider the fact that the Qashqai has an extra pair of doors. That means two additional electric windows, door locks and courtesy lights. The R35's wiring is complicated as it is, but SVM was determined to make its Qashqai-R feel like a true production car and the only way to achieve that was to have every creature comfort operating perfectly. We're pleased to report the team's nailed it and they even managed to get R35 rear seats in the back!



#### PERFORMANCE FIGURES

Power: 1150bhp 0-62mph: 2.7s 0-124mph: 7.5s 30-130mph: 6.8s 60-130mph: 5.3s Quarter-mile: 9.9s at 145mph Top speed: 207mph

#### **ENGINE**

As mentioned at the outset, it was never SVM's aim to run a stock GT-R setup. This is SVM after all so a four-figure power output was a must. The targets set from the start were simple. The Juke R was said to be able to crack a 165mph top end so the Qashqai-R was built to pass 200mph.

was built to pass 200mph.

SVM also wanted its masterpiece to be capable of putting in quarter-mile times in the nines. Considering the Qashqai-R has all the aerodynamics of a fridge, the GT-R specialist had its work cut out. This vehicle would need



to produce significantly more power than an equivalent R35 if it was to even come close to realising those targets.

Glance through the spec and you can see exactly what it has taken. Everything revolves around a bore-honed 4.1-litre SVM short block with forged internals. Up top are five-angle CNC-machined and ported heads with oversized Ferrea inlet and exhaust valves. The forced induction setup is rather special too...

A pair of SVM Stage QR GT1150 turbochargers have been commissioned to provide the boost. These feature billet compressors, dual seven blades, high-flow extended tips, Garrett GT3071 core assemblies with phosphor bronze bearing carriers, GT30 inconnel 84mm trim turbines and larger compressor suction pipes. DEI heat sleeving has also been adopted to help control temperatures.

Also worth noting is the fuelling setup. ASNU 1600cc motorsport injectors sit in billet aluminium fuel rails and are fed by a Battleship system which incorporates Veyron pumps. To help retain the correct flow, a motosport pressure regulator is also in place.

Needless to say, the Qashqai-R is exceptionally well-juiced.

While on the topic of fuelling, the system is designed to be able to run 95, 97 and 99 RON fuel as well as E95 ethanol. So whether you're on track, on the strip or simply popping down the shops, you can select the most appropriate fuel available and never worry about being caught in the middle of nowhere on empty. What's clever is how the EcuTek engine management is able to automatically adjust to the fuel in the tank, so the driver never needs to do anything. There's no

#### Nissan Qashqai-R

specific maps for specific fuels. You just get in

With 1150bhp on tap, it's amazing just how easy the Qashqai-R is to operate. Despite having PPG gearing and shafts, as well as an advanced SVM clutch system, it's an absolute doddle to drive in normal road conditions. The GT-R's stunning transmission and 4WD setup operate seamlessly as you flick the paddles to change gear.

#### CONCLUSION

We've barely touched on the spec of the Qashqai-R. It's impressive enough as it is to have a Qashqai with GT-R running gear, but to have one with 1150bhp is truly mind-blowing. Equally as impressive, though, is the quality

and finish of this vehicle. Qashqais are pretty well-built crossovers, but with the addition of GT-R components, this one is on another level. That's particularly true inside the cabin, while we also love the GT-R bonnet vents and R35-inspired bumpers. The Qashqai-R has real road presence while remaining beautifully simple and tasteful.

The real magic of this machine, though, is its performance. Magazines often use the expression 'supercar killer' when describing fast cars, but this truly is one. At the recent Evo MAX/VMAX day at Bruntingthorpe Proving Grounds, the Qashqai-R stole the show. SVM's target was to crack 200mph. The Qashqai-R was timed at 207mph. The time meant that by 3:00pm, the Nissan was sitting

at the top of the leader board, with a La Ferrari and Bugatti Veyron clocking 205mph and 203mph respectively. By the close of play though, the Veyron had apparently managed 205mph and the LaFerrari 207mph, but neither were able to top the Qashqai-R. We're talking about two of the fastest production cars on the planet not being able to get a grasp on SVM's crossover.

The performance of the Qashqai-R is

The performance of the Qashqai-R is breathtaking and the engineering to make everything operate in an OEM fashion is equally as impressive. What's more, the vehicle is currently up for sale, so if you'd like to own this one-off creation, one that will be talked about for years to come, you need to contact SVM now, before it's too late



Engine: 4.1-litre SVM VR38DETT short block, 94.4mm EN40 stroker crank, SVM-spec CP forged pistons (rated to 1300bhp+), SVM-spec Carillio forged rods (rated to 1300bhp+), new Nissan gasket set, new Nissan bearing set, bores honed, Dynamic balanced (crank, pistons, rods, flywheel and pulley), anodised Radium twin breather system, SVM central block breather, SVM header tank, painted rocker and front covers, Nismo oil filler cap, SVM fiveangle machined heads, +1mm oversized Ferrea inlet valves, custom oversize Ferrea exhaust valves, ported centre valley, Nissan head gaskets, SVM Stage QR GT1150 turbochargers with billet compressors, dual seven blade, 73mm high-flow extended tips, Garrett GT3071 Core Assemblies with phosphor bronze bearing carriers, Garrett GT30 Inconnel 84mm trim turbines, larger turbo compressor suction pipes, oil and water lines including DEI heat sleeves, 80mm I.D high-flow MAF-less intake pipes, K&N high-flow large air filters located behind front grille, IAT sensor relocation (SD Tune), Turbo Smart BOVs, SVM downpipes (cat-less), heat-wrapped downpipes, 102mm T304 stainless steel Y-pipe, 102mm T304 stainless steel exhaust system with V-band fitment, SVM bar and plate intercooler, 80mm hard pipe kit, red silicon hoses, Murray clamps, Nismo rad cap, ID2000cc or ASNU 1600cc motorsport injectors, Battleship fuel system including Veyron fuel pumps, motorsport fuel pressure regulator, billet fuel rails complete with new unions, 4bar MAP sensor, Flex fuel kit including internal display, EcuTek engine management, SVM custom tune, SD Tune

Transmission: PPG first to sixth gears, PPG in- and out-shaft, PPG 4WD

shaft and gear, SVM 16-plate clutch system, SVM modified clutch basket A and B, SVM three-mechanical circlip upgrade to all main output shafts, SVM diff brace, Motul gearbox oil

Chassis: 9.5x20" (fronts) MY09 GT-R alloys on the front and rear with 265/35 Michelin Pilot Super Sport Cup 2 tyres all-round, Dixcel carbon steel front grooved brake discs and bells, Dixcel carbon rear grooved brake discs and refurbished bells, Dixcel front and rear pads, Goodridge braided front and rear brake lines, Dot 5.1 brake fluid, KW coilover type spring sleeve kit (adjustable ride height but retains OEM dampers and internal adjustment), Eibach front and rear anti-roll bars, full laser Geo setup

Exterior: R35 bonnet vents, R35-inspired front and rear bumpers

Interior: R35 GT-R interior (seats, steering wheel, gear stick etc), R35 centre console layout, R35 clocks and electronic controls, R35 steering and paddle controls, Qashqai door trims, R35 Bose audio

Contacts/thanks: ASNU, ALW Services, Chris at Courtesy, CP Carillo, Colliers Nissan, CR Turbos, Dan at ATS, Dave the Trimmer, Demon Tweeks, Dixcel, EcuTek, Eibach, GTC, Knight Racer, KW Suspension, Michelin, Quickfit Screens, Radtec, Ric Wood, Stripemaster, Tillett, Unique Bodyworx, Willy, £20 Pete and single-handed Dan for welding, SVM Team (Kevan, Amar, Pierre, Gavin, Wobbly, Goat and Mikey)



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#### | Jap Show Finale Report |



ap Show Finale is always a bittersweet affair. Although undeniably another fantastic event that should hold a special place on any self-respecting car enthusiast's calendar, it almost always signifies the end of another show season for most, with many owners preparing their cars for hibernation once this weekend is over.

The guys at Santa Pod clearly wanted to give the 2014 season the best send-off they could before winter fully engulfs us all with more action than ever promised on the overcast but thankfully dry Sunday.

The show car area filled out very quickly in the morning, with a record 30 clubs packing the Tarmac with a vast range of

packing the Tarmac with a vast range of impressive cars. Third place in the coveted Show 'n' Shine event went to Outlaw Jap Club's Brad Smart and his gorgeous black Lexus IS250. Brad has exploited the car's











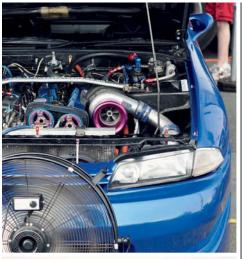






















pretty lines with a subtle drop on some split-rims to create something truly special. Second place was awarded to Clive Curran and his highly specced R33 Skyline GT-R. The white marvel features a massive engine spec, along with several body enhancements to the crystal white bodywork. But topping the bill to win 'Best in Show' was Iby and his red Mk4 Supra. The immaculate wide-body kit houses whopping 14x19" rims on the rear, with a fiery engine to match.

Other cars to stop us in our tracks included Jonathan's red GT86, complete

Other cars to stop us in our tracks included Jonathan's red GT86, complete with rare JDM bits such as a Varis Arising I body enhancement package and a set of delicious Work rims. Philip Egan's Nissan Cube was undeniably the quirkiest car in the show area, the peppermint and cream-inspired paintwork catching the judge's eyes and allowing Philip to deservedly clinch the Judge's Choice award.

Out on the quarter-mile strip, the exciting final instalment of the Jap Drag Series roadshow was decided on the day.

Out on the quarter-mile strip, the exciting final instalment of the Jap Drag Series roadshow was decided on the day. Although Jeff Ludgate had been dominating the championship throughout the year in his yellow R33 GT-R, a blistering run by David Greenhalgh in his R34 Skyline allowed him to beat his peers and walk home with the championship trophy with a time of 9.536secs at





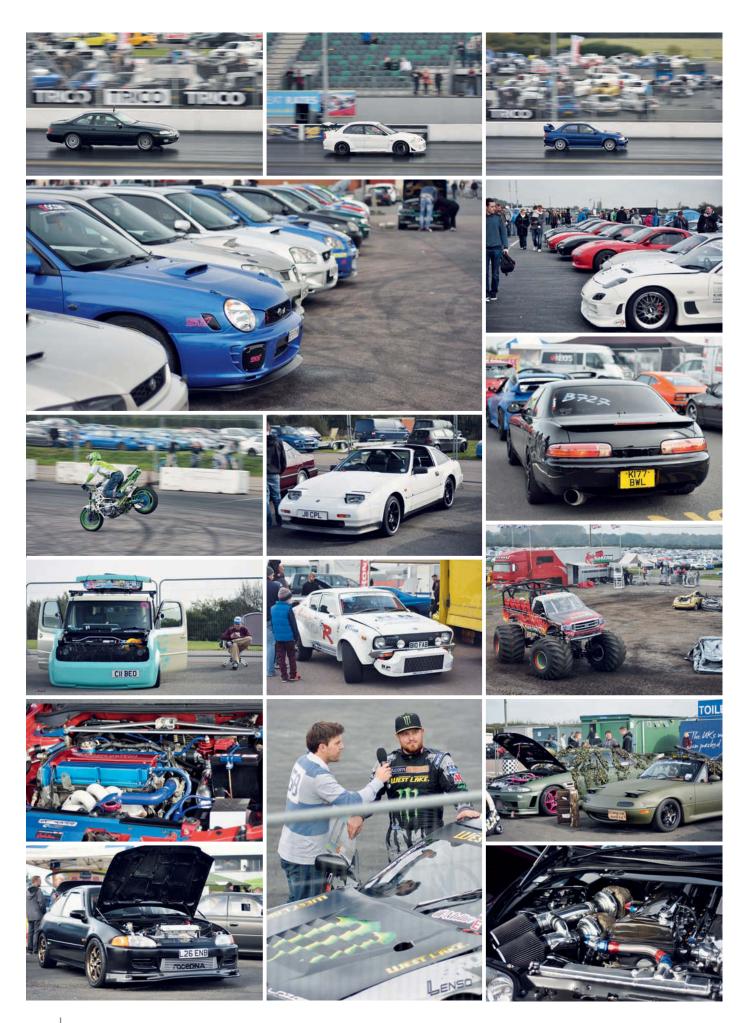








#### Jap Show Finale Report





















155.75mph. Ludgate had to sadly settle for the runner-up award after technical difficulties on the day.

More competition came in the form of the final of the FWD Drag Series. Championship leader Sam Bolton spectacularly broke his car during the first qualifying session, but returned later in a spare car to grab the final qualification spot and therefore the overall championship. Fastest FWD time of the day went to Calvin Skerritt, though, with his turbo EG Civic storming across the line in just 9.230secs at 163.69mph.

Of course, the ever-popular Run What Ya Brung event was once again one of the most popular spectacles, unsurprisingly fully booked thanks to the bone-dry track. Highlights included watching Severnvalley Motorsport's GT-R-powered Qashqai R bending the laws of physics with some incredible times, along with Andy Forrest managing to lay the colossal amount of power from his famous Subaru Impreza down effectively to nail a mind-boggling time of 7.8742secs at 178.52. This is only a few seconds off the time the deafening jet car managed to pull in, highlighting just how impressive Forrest's car has become in recent years!

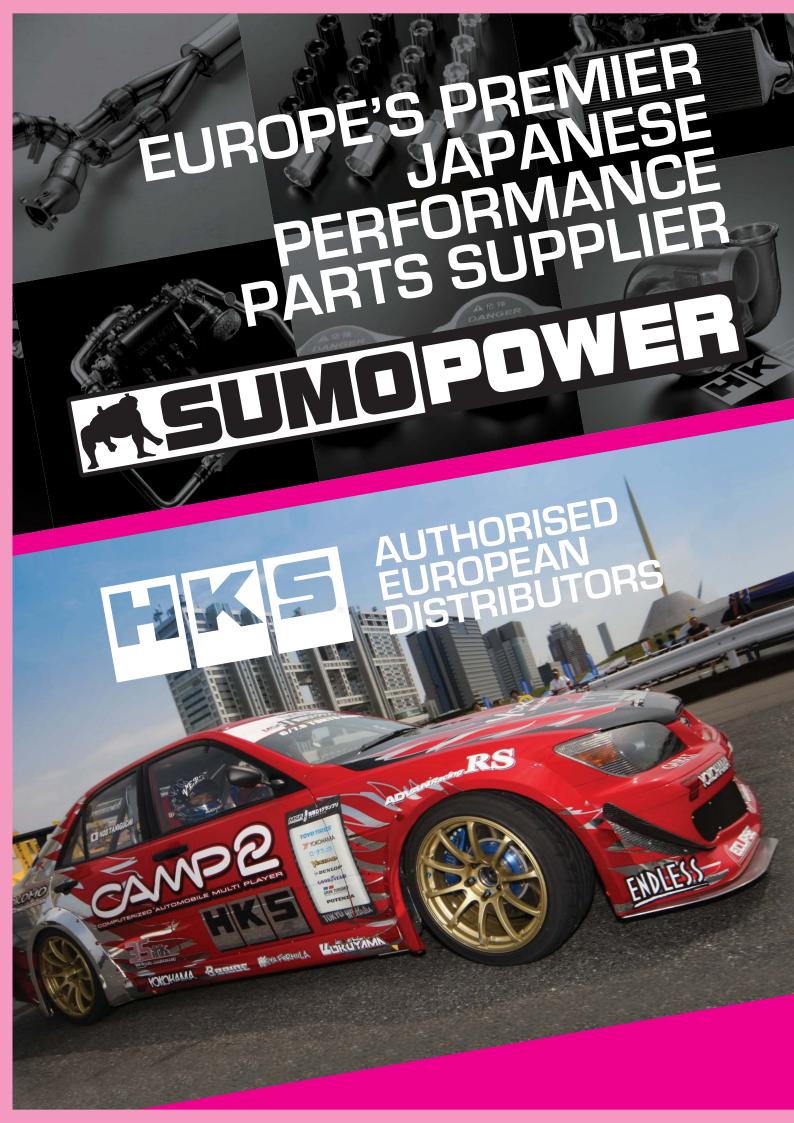
Elsewhere, Steve 'Baggsy' Biagioni was on hand to show off his Monster Energy S13 drift car, with the help of legendary stunt driver Terry Grant in an assortment of cars and Lee Bowers on his stunt bike, with some impromptu death-defying stunts pulled by the trio in the action area.

2014... it's been fun. But for now, it's time to get into the garage and build something even crazier for next year's show season!













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# HOTBED OF INTRIGUE

What do you get when you cross a 180SX with a Silvia, a Skyline and an angle-grinder? A whole lot of smoke and flames...

Words: Daniel Bevis Photos: Laurens Parsons











#### S13 Nissan 200SX



ometimes a car is so menacing and aggressive, you just have to surround it with fire – to stop the damn thing escaping and mauling people, if nothing else. As snapper Laurens whirls like a Tasmanian Devil around this astonishingly clean drift-mobile, doing things with the righteous flames that the devil himself would be proud of, we can't help but feel that no other photographic treatment would have been quite as appropriate.

Kinzuru Drifters' latest build is a car of contrasts – an unusual creation based upon an unusual creation. You may be familiar with the concept of the SilEighty, but for those who aren't in the know, let's dip into the Nineties for a quick history lesson...

When you strip it down to the bare bones, a SilEighty is a Nissan 180SX with the front

end of an S13 Silvia bolted on (it's a portmanteau of the two model names - Sil-80, see?). The idea grew from Japanese street racers who replaced their 180SXs' front ends, either to repair damage or just for lightness, with the simpler fixed-headlight nose of the Silvia. It's also possible to do the conversion the other way around - 180SX nose on a Silvia - which would result in a Onevia. Countless home-brewed SilEighties existed, and tuning shop Kids Heart went on to bolt together 500 or so in the late-Nineties with various performance mods thrown in. These 'official' examples (as in 'standardised', rather than 'Nissan-sanctioned' - Kids Heart built the cars with the approval of various Nissan dealers for it to sell) took kouki 180SX Type-Xs, grafted on Silvia faces, remapped the ECUs, turned the boost up, and ended up with 230bhp. Proudly wearing 'SilEighty'

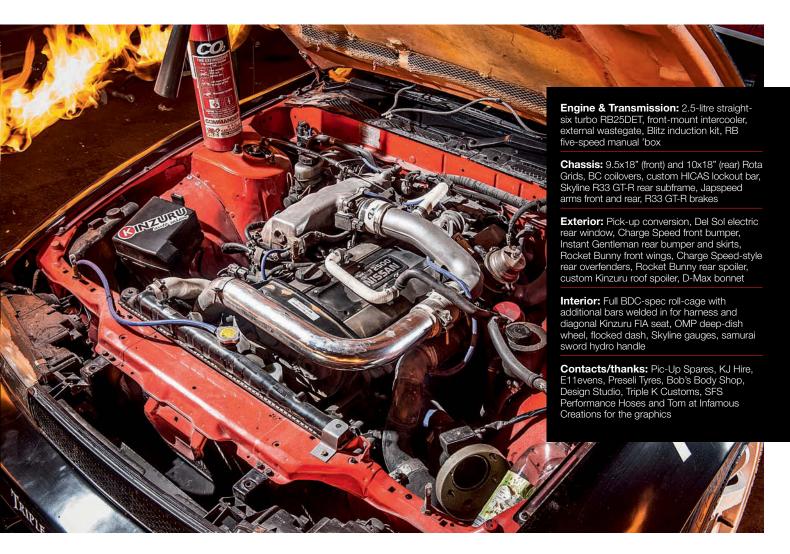
badges, their uprated suspension and LSDs made for keen drifting abilities – it's this formula that's kept people wrenching together their own SilEighties ever since. And this neatly leads us to Kinzuru.

Now, Kinzuru Drifters are interesting people to know. As is so often the case these days, they're as much lifestyle brand as they are tuning shop, having their own clothing range and whatnot. They also run Carbon Copy UK, supplying hand-made body kits to drifters around the country and abroad, and Drift-Inc, putting on monthly drift meets at Pembrey, their local circuit. But what gets them up in the morning is doing unusual things to drift cars. Their last fun build was an EF Civic Shuttle which they turned into a van, converted to rear-wheel drive and went skidding. They certainly know how to bolt together a head-turner.









"This SilEighty came into our possession a few years ago now," says Kinzuru's Gavin Cumming. "When it turned up we were initially unsure what to do with it; the rear end was really rusted out and we couldn't find any replacement parts for reasonable money at the time – this was back in 2011 – and someone jokingly suggested that we just cut the back end off. But after a bit of thought, we figured that it probably wasn't as mad an idea as it sounded – it'd be practical for carrying the spare wheels and tyres to drift events... so the angle grinder came out, and we made ourselves a pick-up truck!"

The thing that you often find when people have converted a saloon, hatchback or coupé into a pick-up is that the rear of the cabin can look somewhat unresolved. Some people just weld in a flat sheet of steel, others lash up a makeshift polycarbonate window and

shoehorn it into the aperture, but Kinzuru like to do things right. "We had to figure out a way to close the back up that would make the thing look factory, so we had a good think, and settled on using a CR-X Del Sol rear panel," Gavin explains (the Del Sol, of course, is a dinky Honda coupé with a vertical, retractable rear window). "It had its electric window mechanism in place, so in it went - it took a little while to get it perfect, but it came out well in the end!" Gavin is modestly downplaying the complexity of this somewhat. The framework from the rear bed had to be extended forward to give the Del Sol panel somewhere to sit, and the position of the 'cage would mean that the stock glass wouldn't fit, so the hole was narrowed and a custom window cut to suit. As with so many elements of this build, there are countless hours of work in the most unexpected places

- the mark of a quality project being that you can't tell how hard it all was.

As you might imagine, there was far more to the pick-up conversion than merely lopping the back half of the body off. The new pick-up bed – i.e the old floor – was panelled and smoothed, while a custom home-made roof spoiler and Rocket Bunny ducktail beefed up the aggression exponentially.

"As the car sits now, it's all Skyline R33 running gear," Gavin continues, "even down to the loom and clocks. After doing a few S13 RB25DET builds last year we decided it would be quicker and easier to change out as much as possible, even down to putting the whole Skyline loom and switchgear in to make everything appear native. On the whole, the build went very smoothly – it was testing that started to expose a few gremlins, the biggest problem being the fuelling. We found





#### S13 Nissan 200SX



that if we ran with anything less than half a tank of petrol we would start to get fuel supply issues, so we've now fitted a swirl pot system with a Facet pump and a Bosch 044 external pump. This seems to have cured the problem! We kept the engine in a pretty standard state of tune, it's not overly modified – this keeps it running sweet and reliable, and there's already plenty of power for getting it sideways." So engine-wise, they've stuck to the simple formula of a front-mount intercooler, Blitz induction kit and an external wastegate. Nothing more is required for now, the setup provides more than enough grunt to get the thing sliding on demand!

With the Skyline gauges eased into the S13 dash, the dashtop was flocked to eliminate glare – although, naturally, the hardcore drifting approach would be to suggest that you spend all your time looking out of the side windows anyway, so the doorcards were flocked too – and the form/function fusion continued with a fresh coat of paint for the bare floors and a BDC-spec roll-cage to keep everything legit. Moving to the outside, it's a royal flush of mix-and-match parts to ensure

that a neat combination of subtlety and aggression abounds. That Rocket Bunny rear is complemented by a set of the tuner's front wings, while Charge Speed provided the front bumper and rear overfenders. The rear bumper and side skirts come courtesy of Instant Gentleman, and a D-Max bonnet completes the look. Disparate sources, but it makes for rather a cohesive whole, doesn't it? Kids Heart would surely approve.

With all of these well-placed aesthetic treatments stirred together to make a delicious whole, the SilEighty was liveried by Tom at Infamous Creations, who designed a graphics package that neatly advertises the build's various sponsors, but also infuses a delicate flavour of the Orient with some classic Japanese silhouettes sitting beneath a pair of shimmering samurai swords along either flank; this is mirrored by the samurai hydro handle inside. All about the holistic approach, see?

It makes for a complex and fascinating profile too – look at the car from the side, and you'll see those swooping late-Nineties curves complemented by spiky jags of detail; that Rocket Bunny tail, the smokestack-style

exhaust exiting vertically through the pick-up bed behind the rear window, the Klingon'sforehead bonnet that disrupts the smoothness of the frontal aspect. Everywhere you look there's further detail to enjoy. They really have had a lot of fun building this!

"The car's currently being campaigned by Kinzuru's Gordon in the Retro Drift Challenge," says Gavin. "This is a UK-wide drift series with rounds spread across the country. We're also using it for shows and demos, so that people can see the work we do and what we're all about." Having seen it in action at the Apex Festival, smoking around the serpentine circuit of Lydden Hill, as well as kicking sand in the eyes of a few cheeky whippersnappers at the Retro Show at Santa Pod, we can confirm that these noisy, shouty manoeuvres are every bit as impressive as you'd hope for. And as a mission statement and physical manifesto for the Kinzuru Drifters ethos, it certainly makes a hell of an impression. A fusion of two iconic drift cars, stuffed full of the go-go guts of a third, and skilfully chopped to create a unique fourth? That's pretty hot stuff \*\*





## PLUM CRAZY



f you enjoyed the evil, be-flamed feature on Kinzuru Drifters' SilEighty on page 86, you're going to love this one – another outlandish and peculiar take on the S13 platform, this time manifesting itself as a delicious picnic of shakotan, bosozoku, VIP, and good old-fashioned forced-induction street-racer. Spread out that tartan rug, unscrew the lid of your Thermos and tuck in...

The first delectable delicacy to be plucked from the picnic basket is a super-shiny engine. While the car draws in a number of disparate styles and presents itself with a bullish, shockingly in-your-face aesthetic, this

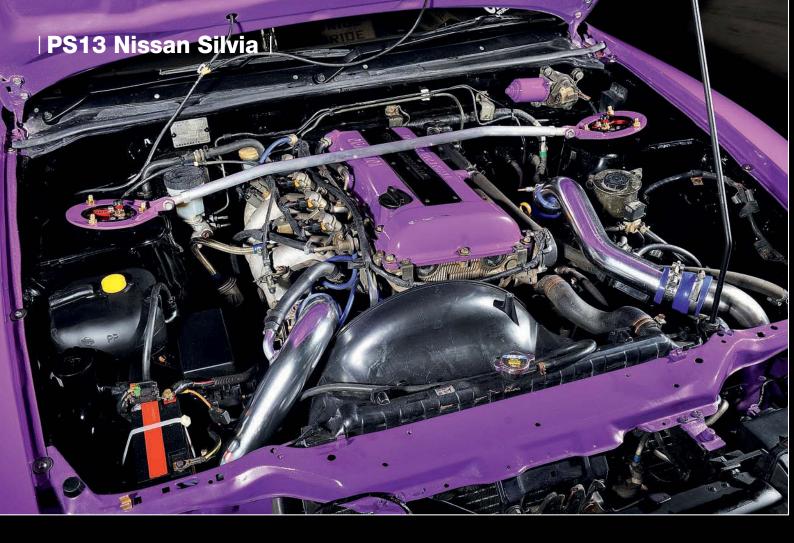
rare 1989 Silvia Autech convertible is as much about go as it is about show.

"It was originally running a CA18DET and an automatic gearbox," says owner Tobi. "But that was quickly swapped out for an SR20DET with a manual 'box..." And he's exercising a little modesty there. This is no bog-standard SR20; no, the revered twin-cam turbo has been treated to a fresh new snail in the form of a Garrett T28RS roller-bearing unit. The injectors are beefed up to the tune of 444cc apiece, while a Nistune ECU tweak keeps everything honest in throwing the extra hydrocarbons in. A Japspeed front-mount

intercooler and HKS induction mushroom cram the air into its lungs, and the molecules get yanked back out the other side by a custom Driftbitz exhaust with a pair of staggeringly mischievous boso tails. This motor's a damned noisy thing, the thick end of 300bhp+ ensures that it scrabbles for the horizon like an over-excited puppy, and a Nismo two-way LSD aids plenty of progressive tail-end tomfoolery. Phew.

While we're on the subject of that outrageous exhaust, let's take a few steps back and drink in the car as an overall form. It's unusual, isn't it? In a positive way, of





Engine: 2.0-litre turbo SR20DET, Garrett T28RS roller-bearing turbo, 444cc injectors, Japspeed front-mount intercooler, Skyline airflow meter, HKS Super Power Flow induction, Nistune ECU, custom Driftbitz exhaust with twin 4" bosozoku pipes (and interchangeable tips, including twin straight 4" and single 4" shotgun), Skyline airflow meter, mapped to 310-315bhp at 1.4bar by Driftbitz/MB Automotive

**Transmission:** Five-speed manual gearbox with short-shift, ACT six-puck Extreme clutch, Nismo two-way LSD

Chassis: 10.5x18" ET5 (front) and 12.5x18" ET0 (rear) Work Rezax II custom three-piece split-rims with gold bolts and 235/40 Federal RSRs (front) and 265/35 Achilles ATR Sports (rear) tyres, five-stud hub conversion, 30mm front spacers, Apex custom track/drift coilovers with 12/10kg spring rates, Driftworks tension rods, Japspeed camber arms, Tein steering rods and ends, Cusco strut brace, anodised purple Tuner wheel nuts

**Exterior:** Custom paint based on Osiatis violet, BN Sports eight-piece Blister body kit (front and rear bumpers, side skirts, front wings, wider rear quarters), roof trimmed in Mercedes mohair, D-Max-style bonnet, OEM Nissan 'brick' headlights, 326 Power rear spoiler, Ganador-style mirrors, D-Max crystal front indicators, D-Max front corner lights, D-Max rear lights, PS13 GT-R-style grille, Jimmy Up plate surround

Interior: Bride Brix front seats, Superlow modified seat rails, rear bench, rear quarters, door panels, armrest, gear gaiter and glovebox lid retrimmed in Bride cloth, crystal 'dildo' gear knob, Nardi Classic dished steering wheel, flocked dash, black-dyed carpet, Broadway rear view mirror, GReddy Profec boost controller, Sony USB/iPod head unit with Alpine components and 12" sub

**Thanks:** Gavin and Dave at Driftbitz, Martin at MB Automotive, Leon at EP Racing, Grant at Ultimate Reflections and Dale Hunt for his support and road trips for wheels!





course, but quite jarring. It draws in influences from a number of builds you've seen before, but fuses them neatly to create something fresh. Perhaps the most befuddling part on first glance is the simple fact that we're used to seeing cars like this with tin-tops; the PS13 convertible is a rare enough beast as it is, but one that looks like this? Well, that's something tasty. The paint looks good enough to eat too, doesn't it? "The paint is a custom shade," reveals Tobi. "It's based on Osiatis violet, but if I told you the custom mix, I'd have to kill you." Fair enough. Let's take a look at what that juicy hue is slathered upon, then.

The aggressive profile you're poring over is a BN Sports Blister kit, resplendent in girthsome skirtage and a chin pointy enough to make Bruce Forsyth blush. The broad boot spoiler hails from the slightly unhinged minds of 326 Power, and the ruffled bonnet echoes the Klingon-like slats of Kinzuru's effort. With curves and angles like these, it'd be a shame to paint them in any other shade than succulent, fruity purple.

Peeling back the crinkled tin-foil from the cheese-and-pickle sandwich that this car represents in our now overly-stretched picnic metaphor, we find something particularly piquant and appetising within: acres upon acres of Bride fabric. Sure, it's a fashionable motif and one that we see often on the scene, but the concept is beautifully executed and fastidiously shared here. The front seats are pukka Bride Brix items – mounted super-low on modified rails – and you'll find complementary fabric artfully stitched all over

the rear bench, doorcards, inner rear quarters, armrest, gear gaiter, and even the glovebox lid. That, ladies and gents, is commitment to the brand.

The secret to a successful picnic, of course, is in the preparation. No point turning up at the park only to realise that you've forgotten your butter knife. But thankfully, Tobi's past is richly studded with the suitable groundwork for this particular endeavour. "My history of cars is pretty extensive and varied," he explains, "including several S14 Silvias, my current PS13 track car, an R33 or two, a JZX100 Chaser, a Mercedes C230K, a 650bhp R33 GT-R, a 200bhp Civic Jordan, and an S15 Silvia convertible amongst others. I've also had many Civic Type-Rs and S2000s as company cars as a manager for Honda."

So he's a man who knows whereof he speaks, then. And this particular PS13? "The car itself came into the country in 2009," says Tobi, "and I've known of it ever since; the first owner, Jason, spent a lot of time making it look amazing in a metallic brown with a 180SX front end. It passed from owner to owner and I kept seeing it crop up within the drift scene - at the time, my first drift car, which I still own to this day, was a PS13 Silvia and the idea of having one of just four cabriolets in the UK was just too exciting! Fast-forward to 2012 and I was running a JZX100 Chaser; a friend of mine who has a bit of a thing for the JZX models happened to acquire the convertible, a deal was struck, and the car arrived to me on a summer's day at Driftbitz near Cambridge - where it would

go on to spend the next few months in the care of Gavin and Dave undergoing a mammoth change from a rusty, black/brown, leaky, 180SX-fronted, and obviously abused example into what it is today. Its first appearance was about a year later, fitted with Rota wheels and a D-Max kit; I ran the car for a short while like that, just making use of it on the odd sunny day where I had the chance."

The work hinted at here at the hands of Driftbitz was lengthy and extensive due to the sheer fastidiousness of the build. It included, among much else, the engine and gearbox being stripped and seals replaced, a bent steering arm swapped out, front hubs changed, suspension overhauled, floor replaced and sills welded, interior stripped, prepped and sealed, engine bay stripped and painted, front end completely changed and rewired, custom exhaust system built, and roof mechanism refurbished. All in all, pretty comprehensive stuff. And then, as is so often the case, it was time to go wheel-hunting...

"I decided a new set of wheels were in order, and bought the Work Rezax IIs in a stupid size before setting about figuring how to make the car fit them!" Tobi laughs. "Second time around and with a much, much wider kit to accommodate the new rims, the car's official debut was at the wedding of some good friends, Grant and Lianne – the car was out of paint just two days beforehand and still needed a solid 48 hours of prep; I turned up to the wedding with sticky tape holding the rear light panel in place!"

This was just the start of the next phase of

#### "The paint is based on Osiatis violet, but if I told you the custom mix, I'd have to kill you"



#### **PS13 Nissan Silvia**





the car's evolution. Or, if you'd like to belligerently trudge on with the picnic allegory, Tobi was spinning plates by this point – getting the car finished saw the fulfilment of a longheld ambition, and he couldn't wait to perfect all of the details so he could get out there and abuse the thing. Yes, a lot of attention has been paid to the aesthetics, but he's a driver first and foremost, and with a healthy power figure and a sorted chassis, this purple terror is

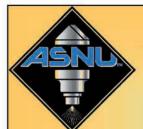


just the steer to encourage a few chuckles. It shows on the faces of passers-by, too – well, some of them, at least. "The reactions the car are pretty mixed," Tobi admits. "They range from admiration to cries of sacrilege!"

As is generally the way, however, the time comes to fold up the picnic blanket, pack the crockery back into the wicker hamper, and move on to whatever else you're planning to do afterwards. Yes, Tobi and the PS13 are

soon to part ways – he's had his fun, ticked the box, scratched the itch, and now it's time for something even more unusual. The next item on the menu is rare fruit indeed... he's just bought himself a Toyota Verossa from Japan. What's that, you ask? Don't worry, it's pretty obscure – in fact, he's fairly sure that it's the first one in the UK. And if this tasty PS13 is anything to go by, that'll turn out to be something delicious too





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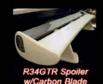


























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he sight of hundreds of drifters descending on Anglesey circuit could only mean one thing – Drift Matsuri 2014 was upon us! Following the huge success of last year's event there was no doubt in anyone's mind that we would be doing it all over again the following year.

The action kicked off first thing Saturday morning with a full complement of open pit lane drifters ready to rub shoulders with some of the finest pros from the UK and Ireland that had made the trip to compete in the day's main event: the UK versus Ireland Top 32 Night Fight.

There were three challenging circuit layouts to pick and choose from throughout the day, including the Touge Course and Backwards Entry hairpin. While there were some familiar sights in the paddock in the shape of the BDC and IDC regulars there was

also a large selection of street driven eye candy taking part and enjoying the challenges that Anglesey presents.

The Team Tekno AE86s were a sight to behold, the glorious naturally aspirated soundtrack emanating from them echoing off the surrounding Welsh countryside as they tore up the Touge course in procession. Featuring UK drifting veteran Chris 'Paz' Parry in their line-up they quickly became a favourite with the drivers and spectators alike.

An Irish trio of JZX100s pleased everyone in the pits, their owners Shane Mooney, Greg Davis and Ian Price having driven them over from the Emerald Isle the night before. The sound of three 1JZs at full chat is always enjoyable, especially when it's being created by one of these big four-door behemoths.

A number of Retro Drift Challenge drivers were also out in force, offering a stark contrast to some of the high powered and relatively modern liveried-up competition cars.

If there was one competition car that stole the show, though, it was the Low Brain Drifters PS13 with Ireland's James Deane behind the wheel. The V8 soundtrack and smokescreen that followed it made it a crowd favourite right from the off – and that was before the Night Fight had even begun!

As the sun began to set over Anglesey it marked the end of the first day of open pit lane drifting and the beginning of the main event as 32 of the UK and Ireland's top drifters lined-up and prepared their cars to do battle under the cover of darkness.

With the first wave of Top 32 battles having been hyped up on social media in the weeks leading up to the event, you could feel the anticipation in the air. Tensions were high in the judging tower as Sid Crowfoot, Paddy Macken and Alex Law were primed and ready to oversee proceedings.





















#### Drift Matsuri Report













Steven Donnelly, Paul Cheshire, Matt Tilyard, Danny Eyles, Martin Richards and Mark Webb took wins for the UK team in the first wave of battles while Julian Smith, Adrian Walsh, Kevin Kindregan, Wesley Keating, Alan Lenihan, James Deane, Brian Egan and Tomas Kiely claimed victory for the Irish. Unfortunately Phil Morrison and Shane Lynch were unable to compete in their respective battles which handed automatic victory to their opponents.

With the 32 drivers whittled down to 16, then 8, and then 4, the Semi Finals saw Adrian Walsh, James Deane and Wesley Keating representing the Irish with only Matt Tilyard remaining to uphold the honour of the UK.

A hugely dramatic battle between James and Wesley saw the judges call one more time, with James taking the win by the slimmest of margins. Matt defeated Adrian clean and clear, earning his place in the final for a UK versus Ireland showdown!

In the final, Matt overcooked his chase run and put four wheels off track, while James' chase run was the perfect demonstration of his dominance of the event. Having barely put a foot wrong throughout the contest, Team Ireland and James Deane were crowned the 2014 Drift Matsuri Night Fight champions!

With the trophy presentation taking place in front of the DJ booth the night quickly descended into the awesome social event that Drift Matsuri has become renowned for with celebrations for the Irish in particular going on long into the night, while others tried to mix partying and car repairs at the same time!

As the sun rose over the circuit on Sunday morning a number of bleary faces were seen emerging from tents and pit vehicles around the paddock. With another day of open pit lane drifting ahead of us the sound of exhausts quickly filled the pits as the drivers got ready to hit up the three track layouts all over again.

The mix of drivers from all walks of the drift scene made for some great twinning practice, with BDC drivers getting up close and personal with grassroots drivers and vice versa. Some had used the weekend to debut fresh builds having spent many months tinkering with and perfecting their pride and joys. Others used the event as a final send off for the season before their cars were to be stored away for winter refreshes and rebuilds.

As the day began to come to a close the action started to wind down as the sun set. With a paddock full of exhausted drivers, pit crew and spectators loading up for their respective journeys home there was no doubt that Drift Matsuri 2014 had been an overwhelming success and no one was seen leaving without a grin on their face. Bring on Drift Matsuri 2015!

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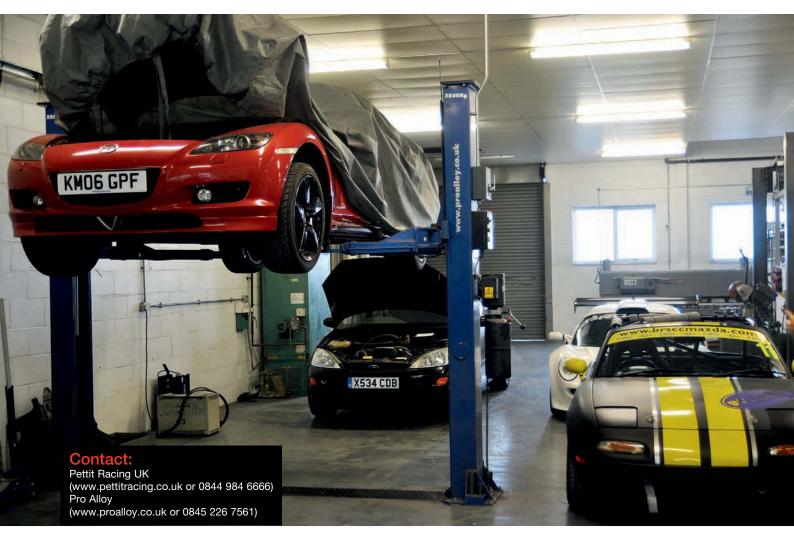


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### UR CARS



#### **BANZAI / PETTIT RACING** SE3P MAZDA RX-8

Comments? Contact us at banzai@unitv-media.com

s we mentioned last month, we're aiming to let our RX-8 stretch its legs on track as much as possible over our time of ownership. And being the sensible guys that we are, we've decided to address some of the common problems faced by track day-goers before donning our race gloves and getting out there ourselves.

First on the list is cooling. Robbie from Pettit Racing who supplied us with the car warned us that rotary-powered Mazdas are notorious for getting a little hot under the collar after a bit of heavy driving. He even told us that heat is the "biggest enemy" of rotary powerplants.

Not wanting to end up in a steaming wreck at the side of the track, we got in touch with fabrication wizard Pro Alloy to see if it could help. The guys there are known for their one-off or small-batch manufacturing service. A chat with director Alex revealed that although the company's main clients are top-end marques such as Noble and Lotus, it's seen a rise in Japanese car owners approaching it for premium alloy items recently. So although it had no RX-8 products in its extensive catalogue of gorgeous bits, the guys were more than happy to begin whipping up a bespoke aluminium item from scratch.

Our yellow car has had much of the gubbins in the engine bay removed, including the air conditioning system. As a track toy, this makes sense on many levels. As well as saving precious weight and channelling more power to the wheels, it also frees up more room in the bay, allowing for a much larger radiator to be fitted if required. Alex and the team, however, took it upon themselves to keep the dimensions of the radiator as similar to the standard unit as possible, in order to cater for any future RX-8 owners who may want a similar item whilst still running an A/C system. There was even a tidy red RX-8 there on the day we visited, being used to gain dimensions from a standard 'bay.

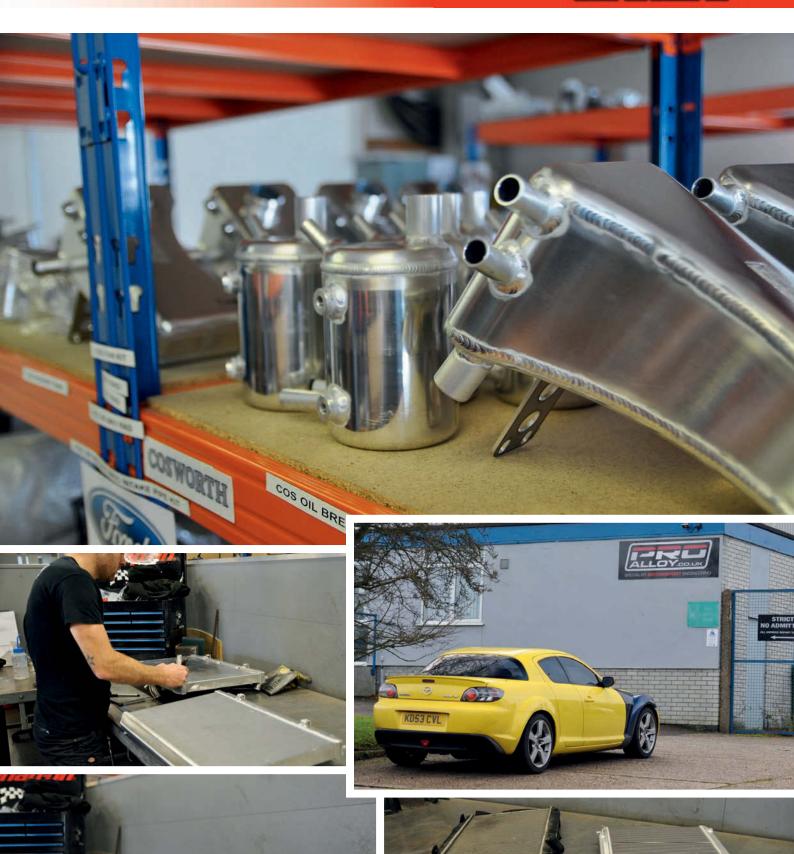
The result is a much thicker and shinier rad that slots into the same space that the standard unit does, and promises to

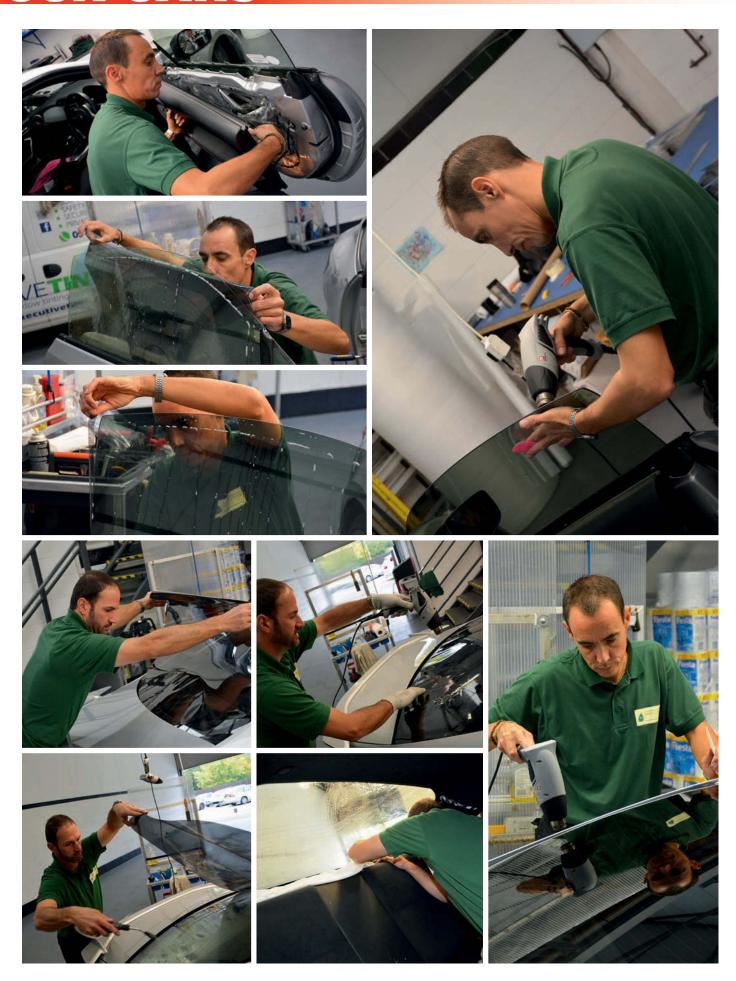
transform how our car keeps cool. The thicker, 42mm core still contains a single tube throughout, instead of the twin- or triple-core units often assiciated with performance. Alex explained that increasing the amount of cores results in an area of wasted flow potential between each tube, with this single-core setup maximising the entire flow area for greater efficiency. Early results suggest a staggering 102% flow area increase, so it's a part that's certainly worth considering!

Once the final stages of fettling have been carried out, we'll aim to get one of these gorgeous items into the RX-8, followed by some testing on track to see how it fares. Robbie recalls that the car usually gave up the ghost after just five hard laps on an average UK circuit, so hopefully we'll see a considerable improvement!

Stay tuned as we get the radiator fitted and begin tackling the styling of the car very soon. With talk of a custom vinyl wrap design in the pipeline to revitalise the ropey paint job, it promises to be a very exciting time for this little Mazda! 💥

### BANZAI









#### PAUL COWLAND SUBARU BRZ

Comments? Contact me on banzai@unity-media.com

hen it comes to tuning I like improvements from both ends of the spectrum. Some mods make the recipient vehicle work better, others make it look better. Occasionally, you hit the Holy Grail and fit something that does both. But for me, whether it looks good or works well, it's all good!

This month's update definitely leans towards the aesthetic end of the scale – which is no easy feat with a car that has the elegant profile of the BRZ. I love the look of this car, and really like the silver hue, but I still felt that I could make it 'pop' a little more with an age-old trick that I have been applying to my projects for over 20 years: window tinting.

Applied correctly, a decent window tint can really accentuate the lines of the car. Check most motor show concepts and brochure shots and chances are that the cars in question will have tinted windows. On a light colour like silver, it also gives you a stunning visual contrast between the glass and the coachwork, and that's before you start factoring in the practical aspects like reduced UV damage to your interior fabrics and plastics.

Applying the magic tint this time would be the same two-man team that has been applying them to all of my cars for most of that time, namely Eric and Simon from Executive Tints in Burton on Trent. Over the last two decades we've tinted showrooms full of cars together, as well as all matter of

random projects, from a Monster Truck to a Knight Rider replica. Put simply, when I need top-level tints, I go and see these guys. But when you learn that I am in the queue alongside Jaguar, Land Rover, The Ministry of Defence and all manner of other blue-chip names, then you begin to understand just how good they are at their chosen craft.

Talent is a given then, but the other essential tool in the Executive Tints arsenal is the quality of their materials. These boys only use US-sourced 'technical' films which, unlike their dyed equivalents, offer colour fastness over a much longer period of time, as well as the fact that they won't interfere with radio reception like the oft-fitted metallic films can. If you have ever had tints fitted and suffered this latter problem, chances are that your fitter used this cheaper film.

As we caught up over a brew in their pristine and clinical premises the lads made short work of removing the doorcards and protecting the interior. The doorcards come off to allow the tint film to go as low down the drop glass as possible, so no unsightly lower edge will ever be seen. Having done many Tovobarus before, Eric and Simon already had an existing pattern, so creating the basic shapes was a rapid task. Choosing a darker tint for the rear, and using this to give the visual effect of making the lighter side tint look much darker than it is, they soon had the patterns cut, and set about heat-shrinking the double curvature rear window on the outside of the car, before moving it inside in order to fit it.

Cleanliness is the watchword before final

fitting up, so all glass was removed of extraneous stickers and then scrubbed within an inch of its life before the tint's backing film was peeled away and the film carefully applied and, where needed, squeegeed out to get the perfect coverage. Reading it like this, it all sounds easy, doesn't it? It isn't, but that said, the level of expertise and experience shared by these two craftsmen meant that it was also made to look that way. Eric and Simon work in an almost balletic ritual of movement that requires no verbal communication between them to know what needs to happen next - which means they talk incessantly about mountain biking for most of the time that they're tinting..

To finish the job off, each window is heated, checked and checked again before a 'top secret' technique is applied to the top edge of the tint film on each of the drop glasses in order to perfectly blend it in. The result is a set of tints that not only improves the look of the car outside but amazingly, due to the clever 'one way' nature of the film, is totally unnoticeable from inside. Unlike cheaper tint films, the interior isn't gloomy at all, and when driving at night the view at the rear and out of the sides is perfect. All clever stuff!

A massive thanks to Executive Tints for yet another amazing job! This must be about the two hundredth car we have done together now and the guys still never cease to amaze me. If you're anywhere near the Midlands and want a flawless window tint, you know where to go. And even if you're nowhere near, trust me, they're well worth the drive! Just look at the results for yourself! \*\*



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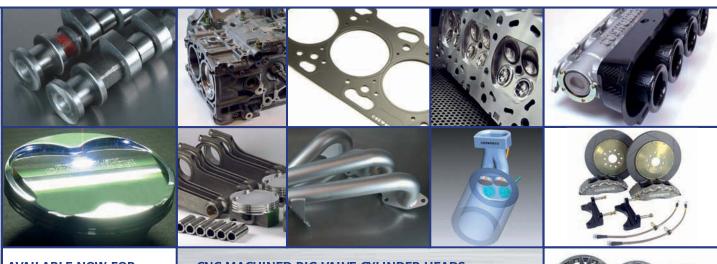
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### MOTORSPORT



### RAIN-SOAKED BRANDS HATCH BRINGS BTCC TO DRAMATIC CLOSE

Brands Hatch's lengthy GP circuit in Kent was home to the grand finale of 2014's BTCC season, and what a fantastic finale it proved to be!

Conditions were horrendous from the outset, with rain setting the tone for most of the weekend. A damp qualifying session allowed Honda's Shedden to show that he was back on form after a disappointing result in the first Brands Hatch instalment of the roadshow at the start of the year, by clinching the third quickest lap and setting him in good stead for race one.

Things were not so optimistic for Neal, however, after a red flag towards the end of qualifying due to the poor conditions left him a frustrating 22nd on the grid of 30 cars.

A shunt with an over-enthusiastic rival caused Shedden to spin early on in the first race, with Neal getting caught up and crashing in the ensuing pile-up. Reporting a pain in the ribs, this meant the end of Neal's year as he was airlifted to a nearby hospital as a precautionary measure. The Honda Yuasa team were left having to pull out all the stops to repair Shedden's smashed Civic Tourer in time for race two.

Now an agonising 25th on the grid, Shedden flew off the starting line at the beginning of the second race to secure a massively impressive seventh place by the end of the race (which became sixth after a penalty ahead).

With a better position on the grid, the

reverse-circuit setup of race three looked even more promising for Shedden, who powered through the now-torrential rain to claim a fully deserved victory, his third of the series, allowing him to claim a respectable third place in the overall championship.

Elsewhere, eBay Motors star Turkington brought home solid times throughout the weekend, adding to his considerable accumulation of points to secure the 2014 championship. Consistently notable drives throughout the year by MG KX Clubcard Fuel Save's Plato and Tordoff resulted in the team winning the constructor's championship, beating Honda Yuasa by just 95 points.

Website: www.btcc.net





#### **DOUBLE WEC VICTORY FOR TOYOTA IN JAPAN**

Toyota pulled out all the stops to supply a thrilling one-two victory on home soil at the fifth round of the FIA World Endurance Championship, at Japan's Fuji Speedway.

The local 51,000-strong crowd was treated to storming performances from both TS040 Toyota Hybrid cars, marking the third consecutive victory for the team in the last three years at this circuit and allowing Toyota to once again clinch the top spot on the manufacturer's standings over Audi.

First place went to the number eight vehicle piloted by Brit Anthony Davidson and

Sébastien Buemi, followed seconds later by the number seven car of Wurz, Sarrazin and local legend Nakajima, with both cars over a lap faster than their closest rivals.

With three races left this year, Toyota now stands eight points clear of rival Audi in the constructor's championship, with the top three spots in the championship filled by Toyota drivers. The final trio of six-hour races in Shanghai, Bahrain and finally São Paulo promise to house some gripping scenes as Toyota attempts to cling onto victory.

Website: www.fiawec.com





### MORE WTCC HONDA HAPPINESS AT SUZUKA

After a break in September, the WTCC bandwagon returned in full force for October, with two action-packed races in China followed by the most recent two days of drama being held at Japan's Honda-owned Suzuka circuit.

After victory for Honda driver Bennani in Shanghai, the Japanese race provided further elation for the Honda teams, with a win from Tarquini marking the first factory Castrol Honda win of the year, on home soil to boot.

Starting on pole for race two,
Tarquini managed his signature hard
launch to ensure he kept ahead of the
pack throughout.

Elsewhere, a third podium finish of the year for Michelisz puts him five points shy of the status of leading Honda driver in the current standings, hot on the tail of Montiero who currently sits in fourth place.

The final race of the WTCC takes the teams back to China for the Macau leg of the tournament, with all still to play for between the Civic drivers.

WEBSITE: www.fiawtcc.com



### IOTORSPOR

### 2014/15 MOTORSPORT CALENDAR

**DECEMBER 2014** 

5-7 V8 Supercars, Sydney

**APRIL 2015** 

4-5 BTCC, Brands Hatch 4-5 Super GT, Okayama 12 WEC, Silverstone

BTCC, Donington Park 18-19

**MAY 2015** 

2 WEC, Spa

2-3 Super GT, Fuji Speedway

9-10 BTCC, Thruxton 30-31 Super GT, Autopolis **JUNE 2015** 

13-14 WEC, Le Mans 24 Hour 6-7 BTCC, Oulton Park

**27-28** BTCC, Croft

**JULY 2015** 

25-26 Super GT, Sportsland Sugo

**AUGUST 2015** 

8-9 BTCC, Snetterton

8-9 Super GT, Fuji Speedway

22-23 BTCC, Knockhill 29-30 Super GT, Suzuka 30 WEC, Nürburgring

SEPTEMBER 2015

5-6 BTCC, Rockingham

19 WEC, Circuit of the Americas

26-27 BTCC. Silverstone

OCTOBER 2015

3-4 Super GT. Buriram International Circuit

10-11 BTCC. Brands Hatch

11 WEC, Fuji

**NOVEMBER 2015** 

WEC, Shanghai 1

14-15 Super GT, Twin Ring Motegi

30 WEC, Autódromo José Carlos Pace,

São Paulo

#### SERIES LINKS

**ADAC Nürburgring 24 Hours** 

www.24h-rennen.de

Asian Le Mans Series (LMS)

www.asian-lemans-series.com

Blancpain Endurance Series (BES) www.blancpain-endurance-series.com

**British Drift Championship (BDC)** 

www.thebritishdriftchampionship.com

**British Rally Championship (BRC)** 

www.rallybrc.co.uk

**British Rallycross Championship** 

www.rallycrossuk.com

**British Touring Car Championship (BTCC)** 

www.btcc.net

Civic Cup

www.civic-cup.co.uk

D1 Grand Prix (D1GP)

www.d1gp.co.jp

**Drift Allstars** 

www.drift-allstars.com

European Le Mans Series (ELMS)

www.lemans-series.com

**European Rally** Championship (ERC)

www.fiaerc.com

**FIA World Endurance** 

Championship (WEC)

www.fiawec.com

Formula Drift

www.formulad.com

IMSA Tudor Sportscar

Championship (TUSC)

www.imsa.com

Jap Drag Series

www.japdragseries.co.uk King of Europe (KoE)

**Drift Series** 

www.kingofeurope.net

Ma5da Racing

MX5 Mk1/Mk3/MX150R Championships

www.ma5daracing.com

Mitsubishi Lancer

Register (MLR) Sprint Series

www.lancerregister.com

Super GT

www.supergt.net/en

**Swift Rallycross Championship** 

www.swiftrallycross.com

Targa Newfoundland

www.targanewfoundland.com

Targa Tasmania

www.targa.com.au

**Time Attack** 

www.timeattack.co.uk

**Toyota Sprint Series (TSS)** 

www.toyotasprint.com

**VTEC Challenge** 

www.vtecchallenge.co.uk

**V8 Supercars** 

www.v8supercars.com.au

World Time Attack Challenge (WTAC)

www.worldtimeattack.com

**World Touring Car Championship** 

www.fiawtcc.com

750MC Toyota MR2 Championship

www.750mc.co.uk

### **ONSLOW-COLE BECOMES TOYO TESTER**

Japanese tyre company Toyo Tyres has announced that ex-BTCC driver Tom Onslow-Cole has become the latest test driver to assist in the development of its latest products.

Already a head coach for motorsport governing body, the MSA, this additional role will use Onslow-Cole's expertise and experience to offer valuable input in the testing stages of upcoming tyre designs.

The development stages promise to incorporate several UK race circuits, meaning that the finished products should be optimised for British track driving.

Alan Meaker, Toyo's UK Technical and Motorsport Director, commented on the announcement: "Working with a driver of Tom's calibre is hugely beneficial to us. Not only can he give us huge technical insight into how new tyre designs will perform at the absolute limit of a car's performance, but his immense skill means we can analyse any lap-time improvements whilst removing the variable of the driver."



Website: www.toyo.co.uk

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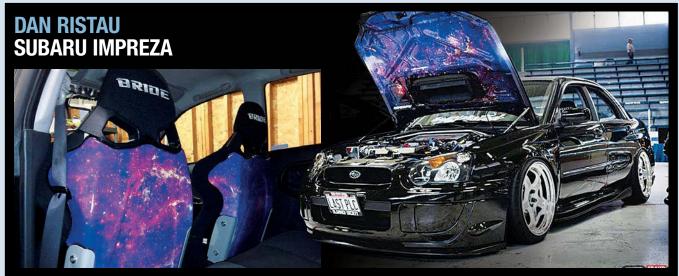






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### STREET LIFE



In his six years of ownership, Dan admits that he's changed the look of his WRX several times. But we think it's time to slow down, Dan, as your car currently looks amazing!

The American car is rocking the supersmooth USDM style perfectly, with a hefty 10-inch-wide set of Work Meister S1R rims hitting the spot at all four corners. Apart from the subtle drop, Dan has let the blob-eye's boxy standard curves do

all the talking on the outside.

Inside, the premium theme continues, with Bride Cuga recliners and Takata harnesses serving up the perfect fast road combo. Dan's added a gorgeous Milky Way-style pattern to the back of the seats and the underside of the bonnet for that ultra-cool touch that ensures his Scooby really stands out at shows.

A couple of breathing mods on the engine mean that the turbocharged boxer

lump is ready for anything Dan throws at it, resulting in one of the most well-sorted Imprezas we've seen in a long time!



### **SAM HEAL** HONDA CRX

When Sam and his dad snapped up this once-ropey CRX as a mini-project five years ago, they had no idea that they had stumbled upon a rare gem. After some scouring through the forums, it turns out this car was one of the last Blade silver SiR examples ever produced, and one of only two of its kind left on the roads of the UK! It was this revelation that turned the project into a full-blown restoration, with the car now sitting even prettier than when it left the factory.

Subtle mods include BC Racing coilovers, a set of 15-inch Volk wheels and Skunk 2 front and rear camber kits to ensure the boxy beauty sits perfectly. Sam also has plans to transplant a B18 motor in the space the B16 currently sits. Nice work!



### HAROON JANJUA NISSAN PULSAR GTI-R



Let's face it, most of us have a soft spot for the legendary Pulsar GTi-R. Haroon's example of the 4WD hatch has undergone a respray in a custom pearl white, along with subtle blended arch extensions to bring it into the 21st

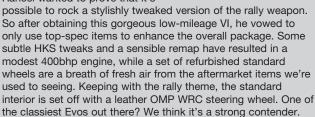
century. A beefy front-mount intercooler and a handful of other turbo mods ensure the SR20 motor is running at its full potential, while a Brembo big brake kit takes care of the extra power now on offer. With an impressive spec list and only more modifications in the pipeline, Haroon is left with a very desirable little hatch.





### RAHEEL KHAN MITSUBISHI EVO VI

Fed up with the abundance of poorly modified examples of Evos around, Raheel wanted to prove that it's





### GARY FECKER JR SUBARU IMPREZA

What do you think the best aspect of Gary's incredible hawk-eye Impreza is? Could it be the completely reworked engine bay with premium brands used to



upgrade almost every square inch? Or maybe the sexy short-throw gearbox does it for you? For us, though, the gunmetal grey Volk CE28 wheels steal the show. Gary reckons there are only five sets of these wheels in this size and colour in the USA, making his car that little bit more exclusive! Gary is doing his country proud with such a fine example of this brilliant car.





Although Andrew's EP2 Civic has been at most of this summer's shows around the UK, you may only recognise the unassuming white car after he opens the bonnet for you, thanks to the crazy splash-style paint job that's been carried out under there! The D16 motor is treated to a HKS exhaust, while inside, the stripped interior boasts a Kode steering wheel and Type R seats with Luke harnesses. To exploit the Civic's capable chassis, Prosport coilovers have been added, along with a set of Rota slipstreams colour-matched to the body. A cool car with some pretty neat touches helping it to stand out from the crowd!





### **BOB VENN**NISSAN 300ZX

In this day and age of trick automatic gearboxes and frugal engines, the thought of a twin-turbo, manual, RWD sports car is enough to make any red-blooded motorist very excited indeed. Bob obviously had similar ideas when he imported this fantastic 300ZX into the country in 2007. He admits that he's spent thousands since getting the car up to better-than-factory

condition. Restored to standard spec, the engine now also benefits from a Mine's ECU and high-flow exhaust system. Bob admits he enjoys the standard look of the car from the outside, so a set of coilovers and 18" wheels is all he's changed to the exterior. Nicely done Bob!



### STREET LIFE



### HASSAN JALIL HONDA INTEGRA

Hassan is very proud of his Milano red JDM DC2, and wouldn't you be, too, with a car this well finished? He's been busy recently with a turbo engine conversion on the compact coupé. Starting with a lower-compression B18C4 base, Hassan then added a raft of Go Autoworks goodies such as a turbo manifold and downpipe before adding the blower itself – a Garrett GT3076R. The immaculate car was next treated to a big brake conversion all-round and a set of coilovers, while some Volk TE37 rims and sticky Yokohama rubber take care of transmitting the power to the road. And the result? Hassan reckons the car is now kicking out over 350bhp. Pretty impressive from such a tidy package!



### JAMIE FOSTER TOYOTA SUPRA

Jamie is proud to say that all the work that's been undertaken on his stunning



Supra in the last five years has been carried out by himself. The original engine in his car was a 2JZ-GE – a naturally aspirated version of Toyota's famous straight six – but instead of opting for an engine swap, Jamie decided to increase power by adding a turbo to the current setup. Much trawling through forums led him to XS Power in the States, who supplied him with the turbo kit he needed to get cracking. Learning as he went along, Jamie came up with some inspired touches to ensure the job was done properly, such as relocating the wiring loom to within the front wings, and the power steering reservoir to the firewall to make room for the new turbo goodies.

You can probably see from the engine bay shot how serious this build has been, as it now looks fantastic! Jamie admits it's now a whole lot faster, too. We're not surprised!



### BOB LYALL HONDA ACCORD TYPE R

Bob Lyall reckons his Accord Type R is one of the best in the UK. Why? Well, it's just been lovingly resprayed in the racy Milano red colour for a start, freshening up the rare saloon nicely.

With a dyno-proven 209whp, his car is sure to be a barrel of naturally aspirated laughs on both road and track. The judges at the



recent Ultimate Scottish Street Car show obviously thought so, too, after awarding Bob's pride and joy with the NA FWD award on the day. A rare Type R gem that makes a fantastic all-rounder, Bob is sure to hang on to this example for a long time yet.







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### CLUB SCENE















### **MIMMS HONDA DAY**

It's fair to say that Mimms Honda Day has come a long way since its humble beginnings. Starting off as an unofficial meet in the capacious car parks of Bluewater shopping centre many years ago, things ran smoothly until the inevitable over-revving and racing minority forced the event to migrate to Hertfordshire's South Mimms service station. Although perhaps a rather unglamorous venue, the event flourished here, earning its name and a massive following from Honda fans throughout Europe in the process.

Well, it's fair to say that things have continued evolving this year, as 2014 saw the meet move back to Bluewater, this time to the swanky carpeted Glow event hall for both indoor and outdoor Honda action with what turned out to be the biggest turnout yet.

It's a sign of the times seeing the Honda guys in such prestigious surroundings, illustrating how much care and attention is lavished upon these desirable Japanese cars in this day and age. And the turnout did not disappoint either.

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### **EVENTS 2014/15**

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6 DECEMBER NISSAN PRIMERA OC CHRISTMAS MEET Ace Café, London www.ace-café-london.com

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DRIFT WHAT YA BRUNG
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www.dwyb.com

14 JANUARY DRIFT WHAT YA BRUNG Santa Pod, Northants www.dwyb.com

18 JANUARY RUN WHAT YA BRUNG Santa Pod, Northants www.rwyb.com

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22 FEBRUARY RUN WHAT YA BRUNG Santa Pod, Northants www.rwyb.com

22 MARCH THE FAST SHOW Santa Pod, Northants www.thefastshow.com

26-28 JUNE GOODWOOD FESTIVAL OF SPEED Goodwood, West Sussex www.grrc.goodwood.com

> 5 JULY JAPSHOW Santa Pod, Northants www.japshow.com

31 JULY-2 AUGUST ULTIMATE STREET CAR Santa Pod, Northants www.ultimatestreetcar.com

6 SEPTEMBER TRAX Silverstone, Northants www.traxshows.co.uk

11-13 SEPTEMBER GOODWOOD REVIVAL Goodwood, West Sussex www.grcc.goodwood.com

11 OCTOBER JAPSHOW FINALE Santa Pod, Northants www.japshowfinale.com



cars, the event organisers had to scrutinise which cars would feature inside the upper-level show hall, creating a very special atmosphere inside, with some of Europe's most inspirational Hondas on display. Those who missed out on the top spot had nothing to fear, however, as the show extended well out into the outdoor area. Several companies were on hand, such as 6TWO1, offering up some delicious JDM bits at unbeatable prices.

For us the car highlights included several track-focused, thick-tyred beauties including a carbon-clad EP3 Type R through to a smattering of DC5 Integras and EGs - all of which had clearly had a tonne of attention, time and money thrown at them.

Who said the UK scene was falling behind the guys in America? From the photos, you'll probably agree that this country has some very special cars to show for itself. In fact, you can read more about the UK/USA scene divide in Adam '6TWO1' Ivell's column on p26.

Where will Mimms will go next? We don't know. All we do know is that it's only going to get bigger and better!

WEBSITE: www.facebook.com/mimmshondaday



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DORSET JAPANESE CAR CLUB www.djcc.co.nr

DRAG TRACK & DRIFT www.dtdirl.com

DUMFRIES AND GALLOWAY SCOORS www.dgscoobs.co.uk

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OWNERS' CLUB www.scoobycity.co.uk

EXTREME JDM

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FDUK www.fduk.org

FTO DRIVERS' CLUB www.ftodc.proboards.com

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GALANT VR4 OC www.clubvr4.com

GEN ACCORD www.genaccord.com

GT86 OWNERS' CLUB www.gt86ownersclub.co.uk

GTO OWNERS' CLUB www.gtooc.org

GT-R OWNERS' CLUB www.gtroc.org

GTI-R MOTORSPORT CLUB www.gtir-motorsport-club.com

GTI-R OWNERS' CLUB www.gtiroc.org

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HONDA CRX OC

www.hondacrx.co.uk

HONDA CULTURE www.hondaculture.com

HONDAS ON TRACK (HOT) www.hondas-on-track.com

HONDA PRELUDE OWNERS' CLUB

www.ludehehaviour.co.uk HONDA PRELUDE UK

www.preludeuk.co.uk

IRISH MITSUBISHI OWNERS' CLUB www.fto-ireland.com

IRISH ROTARY OC www.irishrotary.com

JDM ENTHUSIASTS-IRL www.jdmenthusiasts-irl.com

JAPANESE CREATIONS www.japanese-creations.com

JAPANESE PERFORMANCE OC www.jpoc.co.uk

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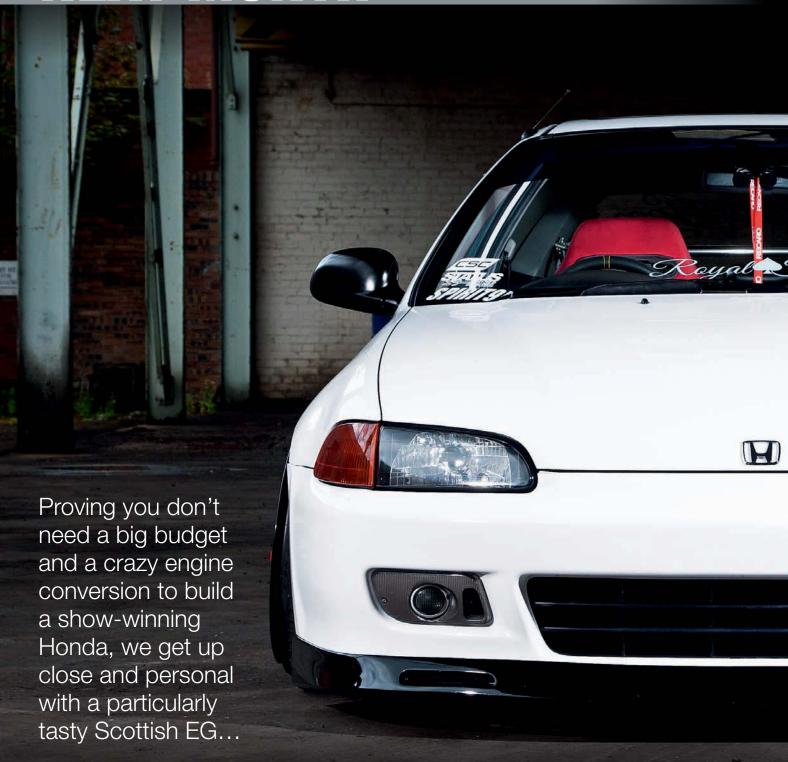


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